PLEASE SILENCE ALL ELECTRONIC COMMUNICATION DEVICES. THANK YOU.

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

CITY OF BUCKEYE
REGULAR COUNCIL MEETING
MAY 5, 2026
AGENDA

City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326
6:00 p.m.
The doors will be open to the public at least 15 minutes prior to the start time of the meeting.

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

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

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

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

2. Comments from the Public- Members of the audience may comment on any non-agenda item of interest.

3. Awards/Presentations/Proclamations

3.A Teen Civic Leadership Program Presentations (Read Better Be Better Partnership).

4. CONSENT AGENDA ITEMS / NEW BUSINESS
Approval of items on the Consent Agenda - All items with an (*) are considered to be routine matters and will be enacted by one motion and vote of the City Council. There will be no separate discussion of these items unless a Council member requests. This section may include the approval of Minutes from previous meetings.

***4.A** Council to take action on the request for a new Series 012 (Restaurant) Liquor License

(Application No. 385893) for Fusion of Buckeye by Jupiter Rings, located at 105 North 7th Street in Buckeye.

Summary: Fusion of Buckeye by Jupiter Rings is requesting approval for a Series 012 (Restaurant) Liquor License Application for their business located at 105 North 7th Street in Buckeye. The application and public notice were legally posted and the application has been reviewed and approved by required departments.

Staff Liaison: Lucinda Aja, City Clerk, laja@buckeyeaz.gov, (623) 349-6911

***4.B** Council to take action on the request for a new Series 011 (Hotel / Motel) Liquor License (Application No. 386055) for Hampton Inn & Suites Buckeye Verrado, located at 21245 West Roosevelt Street in Buckeye.

Summary: Hampton Inn & Suites Buckeye Verrado is requesting approval for a Series 011 (Hotel / Motel) Liquor License Application for their business located at 21245 West Roosevelt Street in Buckeye. The application and public notice were legally posted and the application has been reviewed and approved by required departments.

Staff Liaison: Lucinda Aja, City Clerk, laja@buckeyeaz.gov, (623) 349-6911

***4.C** Council to take action on the June 3, 2025 Regular and Special Council Meeting Minutes, March 3, 2026 Regular Council Meeting Minutes, and April 7, 2026 Regular Council Meeting Minutes.

Summary: Minutes of all Council meetings are drafted in accordance with Arizona's Open Meeting Law, are reviewed and approved by Council at a future meeting and then filed with the City's permanent records. All approved meeting minutes are posted on the City's website and maintained in the Office of the City Clerk.

Staff Liaison: Summer Stewart, Deputy City Clerk, sstewart@buckeyeaz.gov, (623) 349-6914

***4.D** Council to take action on Change Order No. 2 to the Cooperative Contract Purchase Addendum (CCPA No. 2025151) between the City of Buckeye, an Arizona municipal corporation, and Saguaro Summit LLC dba Christmas Light Decorators, an Arizona limited liability company, related to the lease, installation and removal of holiday lights and decorations throughout Buckeye; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

Summary: Approval of this change order will allow for holiday light displays throughout the City, including parks and facilities to create a more cohesive hometown holiday theme. Displays include building lights, tree lights, physical props with interactive displays, holiday tree and photo pods. The initial contract with this vendor only captured Fiscal Year (FY) 2026 expenses, so the Change Order will allow the City to utilize an extension on a cooperative contract and will cover all expenses for FY2027. This change order will increase the not to exceed amount to $1,617,000 and will capture all costs for FY2027.

Staff Liaison: Kelby Mieras, Deputy Director of Community Services, kmieras@buckeyeaz.gov, (623) 349-6617

***4.E** Council to take action on Resolution No. 43-26 accepting a Petition for enlarging MID-2019-005 to include Westpark Phase II Parcel 7N development and ordering the recording and filing of this Resolution.

Summary: Maintenance Improvement Districts (MIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. MIDs are established and assess the owners within a development for the cost of

maintenance of the landscaping along the rights-of-ways within a development MID. MIDs are not activated unless the development's owners should fail or otherwise go out of business, since the owner is charged with that maintenance responsibility; however, the MID is standing by as a protection for the City to ensure that there is adequate revenue to take on the maintenance.
Staff Liaison: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, 480-997-1702

***4.F** Council to take action on Resolution No. 37-26 enlarging the Street Light Improvement District No. SLID-2019-002 within the corporate limits of the City of Buckeye; providing for the annual levy of taxes or assessments equally apportioned upon all of the non-public property owners in the District to purchase energy for the lighting of public streets and parks within and adjacent to streets in the proposed annexation to the District; and ordering the recording and filing of this Resolution.
Summary: Street Lighting Improvement Districts (SLIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. SLIDs ensure that only owners that benefit from the lighting in their community pay for that service. Having the costs of street lighting within a SLID borne by the owners in a development ensures that the revenue needed to fund these costs is always in place.
Staff Liaison: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, (480) 997-1702

***4.G** Council to take action on Resolution No. 41-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2006-016; and ordering the recording and filing of this Resolution.
Summary: Street Lighting Improvement Districts (SLIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. SLIDs ensure that only owners that benefit from the lighting in their community pay for that service. Having the costs of street lighting within a SLID borne by the owners in a development ensures that the revenue needed to fund these costs is always in place.
Staff Liaison: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, (480)997-1702

***4.H** Council to take action to ratify and approve the submission of a $6,223,965 grant application through the Fiscal Year 2027 Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Southern Avenue, with a federal grant request of $4,979,172, and a local match of $1,244,793 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.
Summary: The City seeks to address the safety concerns at the intersection of SR 85 and Southern Avenue by submitting a grant application that entails installing a traffic signal at each intersection, widening Southern Avenue to provide two eastbound and westbound through lanes through the intersection, the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the Arizona Department of Transportation (ADOT) Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards.
Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov,

(623) 349-6165

***4.I** Council to take action to ratify and approve the submission of a $7,273,937 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Broadway Road, with a federal grant request of $6,275,926, and a local match of $998,011 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent of said application.
Summary: The City seeks to address the safety concerns at the intersection of SR 85 and Broadway Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Broadway Road to provide two eastbound and westbound through lanes through the intersection, and the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the Arizona Department of Transportation (ADOT) Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards. The grant funds for this effort are for two years.
Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165

***4.J** Council to take action to ratify and approve the submission of a $6,576,127 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Baseline Road, with a federal grant request of $5,673,858, and a local match of $902,269 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.
Summary: The City seeks to address the safety concerns at the intersection of SR 85 and Baseline Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Baseline Road to provide two eastbound and westbound through lanes through the intersection, and the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the Arizona Department of Transportation (ADOT) Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards.
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

***4.K** Council to take action to ratify and approve the submission of a $300,000 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego to conduct a feasibility study for the Continuing Authorities Project Section 206 (CAP 206) for the Gila River Aquatic Restoration and Habitat Protection Project, with a federal request of $300,000, with no local match from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to

take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

Summary: Between the City's eastern boundary with the City of Avondale and west to the State Route 85 bridge, the Gila River ecosystem is degraded, including but not limited to large-scale invasion of approximately 5,900 acres of non-native and invasive Salt Cedar or tamarisk trees. Invasive Salt Cedars are an environmental and ecological disaster. These trees are known to consume more than 250 to 400 gallons of water per day and out-compete native riparian species, which provide critical habitat to multiple federally listed bird and aquatic species. In addition, these trees cannot simply be cut down or burned. They must be removed and completely uprooted, or they will continue to proliferate.

Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6161

***4.L** Council to take action to ratify and approve the submission of a $222,225 grant application under the 2026 Invasive Plant Grant to the Arizona Department of Forestry and Fire Management, with a request of $200,000 from the State and a local in-kind match of $22,225; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

Summary: The City seeks to address the current non-native invasive plants and noxious weeds that are negatively impacting Skyline Regional Park's (Park) ecological health through the submission of a grant application that supports the removal of the non-native invasive plants and noxious weeds to maintain the Park's ecological health and beauty. The grant request is $200,000, with a required $22,225 in-kind match from the City. If awarded, the grant covers a twelve-month period.

Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165

***4.M** Council to take action to ratify and approve the submission of a $86,558.40 grant application under the 2026 Arizona Library Services and Technology Act Grant to the Arizona State Library, Archives, and Public Records, a division of the Office of the Arizona Secretary of State, with a grant request in the sum of $38,240, and an in-kind match from the City of Buckeye of $48,318.40; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent of said application.

Summary: The City's Community Services Department (CSD) seeks to develop and implement a Makerspace Program for the Buckeye Public Library - Coyote Branch (Library), located at 21699 West Yuma Road, #116. Makerspaces are designed as a collaborative workspace for people of all ages to explore, learn, create, and share ideas by using a variety of resources and tools. If awarded, funds will be used to purchase makerspace equipment and materials, including a three-dimensional (3D) printer, sewing and embroidery machine, vinyl printer, and other tools.

Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165

***4.N** Council to take action on Resolution No. 42-26 approving the OVW FY2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program Award between the City of Buckeye, an Arizona municipal corporation, and the United States Department of Justice Office on Violence Against Women, to support efforts by states, Indian tribes, and units of local government to prevent, investigate and prosecute cybercrimes against individuals; and

authorizing the City Manager to execute and deliver said Grant Award on behalf of the City and to create a new Forensic Analyst position.

Summary: This grant supports the addition of a Forensic Analyst to conduct cybercrime investigations. The Forensic Analyst's activities will combat, prevent, enforce, and prosecute cybercrimes against individuals. The grant funding will cover the cost of a full-time Forensic Analyst's salary, benefits, and training, over a period of performance of 36 months. The grant award amount is $700,000 with no City matching requirement. By approving this Grant Award, the Buckeye City Council approves the addition of the Forensic Analyst position to the Buckeye Police Department.

Staff Liaison: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165

***4.O** Council to take action on Resolution No. 40-26 declaring as a public record that certain document on file with the City Clerk entitled the "Revised Policy 400 Professional and Personal Conduct;" adopting the same by reference; providing for repeal of conflicting resolutions and provisions; and providing for severability.

Summary: The HR Policies and Guidelines Manual was updated and adopted by Council in December 2024. All policies and guidelines are housed in PowerDMS. Per the Manual, the City Council shall be the ultimate policy-making authority for the City in matters pertaining to human resources policy adoption. At times, policies require amendment. In the case of Policy 400, under the section labeled: Workplace Violence. The current language reads "Except for sworn police officers, the possession, use or threat of use of any weapon, including all firearms and other objects, which could be used as weapons likely to cause serious injury, is prohibited in the workplace and within any City property, including City vehicles." Given the acquisition of the Joe Foss Shooting Range and placement of armed Security Guards at the Courthouse, the policy language will need to be expanded as both of these departments within the City handle firearms as part of their official job duties. The Council action will amend Policy 400 to include "other authorized employees" in the weapon prohibition exceptions.

Staff Liaison: Cindy Camarata, Human Resources Director, ccamarata@buckeyeaz.gov, (623) 349-6255

***4.P** Council to take action on Ordinance No. 12-26 amending Chapter 20, Off-Site Construction Improvement Requirements for Property Development, by repealing Section 20-13, Scalloped Street Assessments, Section 20-13-1, Hearing Procedure; Determination of Necessity, Section 20-13-2, Assessments, Section 20-13-3, Right-of-Way, Section 20-13-4, Collecting Unpaid Assessments at Time of Development, Section 20-13-3, Right-of-Way Costs, Section 20-13-4, Collection of Assessment at the Time of Development, Section 20-13-5, Appeals, and Section 20-13-6, Repayment Agreement; providing for repeal of conflicting ordinances; and providing for severability.

Summary: The proposed Ordinance No. 12-26 will repeal current City Code Section 20-13 to 20-13-4, which is part of Chapter 20, "Off-Site Construction Improvement Requirements for Property Development," and adopt new City Code Section 20-13 to 20-13-6, to formalize the City's authority and process to recover costs associated with street improvements constructed in advance of development. The ordinance establishes consistent procedures for identifying benefiting properties, calculating proportional cost participation, recording assessments, and collecting payments at the time of development.

This update ensures alignment with State Statute and provides a clear, implementable framework for applying cost recovery across current and future Capital Improvement Program (CIP) projects.

Staff Liaison: Riley Quinlan, Deputy Director of CIP, rquinlan@buckeyeaz.gov, (623) 695-4555

***4.Q** Council to take action on the Water Services Agreement between the City of Buckeye and CH CRE Ten85 Owner LLC, a Delaware limited liability company; and authorize the Mayor to execute said Agreement on behalf of the City of Buckeye.
Summary: The Ten85 Logistics Park project is a 256-acre industrial development on the southeast corner of Southern Avenue and State Route 85. The project features four buildings totaling four million square feet. To support the development of this project, staff is requesting Council approval of this Water Services Agreement (WSA) between the City and CH CRE Ten85 (Ten85) in which Ten85 will "buy in" to certain infrastructure built under CIP Project #101040 "Farallon Water Campus 16" and CIP Project #109240 "Farallon Well #3" (referred to in the WSA as "TB #1"). Per the WSA, Ten85 will pay their pro-rata share of $3,838,342.67 to the City within 120 days of the effective date of the Agreement. Additionally, Ten85 shall convey to the City ownership of three (3) parcels for well sites and easements for the ingress and egress of the well sites as part of the City's infrastructure systems. Finally, Ten85 shall construct, at its sole cost, all onsite water infrastructure on the land necessary for the City to provide municipal water service to the land.
Staff Liaison: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102

***4.R** Council to take action on the City of Buckeye - APS Utility Easement between the City of Buckeye, an Arizona municipal corporation, and Arizona Public Service (APS), an Arizona corporation; and authorize the City Manager to execute said Easement on behalf of the City of Buckeye.
Summary: The Water Resources Department (WRD) is requesting approval of a 339 sq. ft. utility easement at the northeast corner of Verrado Way and Van Buren Street to facilitate the provision of power to the North Airport Road Water Campus (NARWC) Well #3. All necessary equipment will be installed and maintained by APS.
Staff Liaison: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102

***4.S** Council to take action on Change Order (CO) No. 1 to the Cooperative Contract Purchase Addendum (CCPA No. 2023106) between the City of Buckeye, an Arizona municipal corporation, and Precision Integrated Systems, LLC, an Arizona limited liability company; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.
Summary: Water Resources is requesting approval of Change Order No. 1 to the CCPA with Precision Integrated Systems, LLC to facilitate the purchase of necessary metering pumps, skid pump packages, analyzers, controllers, polymer feed systems, process control equipment, polyethylene tanks, mixers, and accessories for wastewater facilities, water treatment facilities, and well sites. This Change Order extends the termination date of the contract and increases the not to exceed amount to $400,000, an increase of $150,000.
Staff Liaison: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102

5. Public Hearings / Non-Consent - New Business

5.A Council to hold a public hearing and take action on Ordinance No. 13-26 amending the zoning map of the City of Buckeye for approximately 85 acres located at the southeast corner of Interstate 10 and State Route 85 from Single Family Residential (R1-43) to Business Park (BP).
Summary: The Applicant is requesting approval of Ordinance No. 13-26 rezoning land totaling approximately 85 acres and located at the southeast corner of Interstate 10 and State Route 85

from Single Family Residential (R1-43) to Business Park (BP), subject to conditions a) through k). The intent of the rezone is to establish permitted land uses and development standards for a proposed multi-building business park.
Staff Liaison: Sean Banda, Senior Planner, sbanda@buckeyeaz.gov, (623) 349-6215

5.B Council to take action to adopt the City of Buckeye Transportation Safety Plan (TSP).
Summary: The development of the City of Buckeye Transportation Safety Plan (TSP) was approved by City Council in November 2024 for the purpose of establishing a city-wide safety study, focusing on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The plan was funded through the Federal Highway Administration (FHWA), which covers 80 percent of the $750,000 study cost, with a 20 percent local match. Council approved the submittal of the Grant Application to the Federal Government on August 1, 2023. Council approved the consultant contract on November 19, 2024 for the development of the TSP. During the development of the TSP there were three phases of public involvement, as well as attendance at numerous public events throughout the City to obtain feed back from residents and Council.
Staff Liaison: John Willett, Deputy Director of Transportation, jwillett@buckeyeaz.gov, (623) 349-6282

5.C Council to take action on Resolution No. 38-26 establishing new or increased municipal fees; establishing an effective date; repealing conflicting resolutions; and providing for severability; and take action on Resolution No. 44-26 establishing new or increased municipal fees; establishing an effective date; repealing conflicting resolutions; and providing for severability.
Summary: The City's Development User Fee Schedule has been updated based on a Comprehensive Fee Study completed by MGT in January 2026, ensuring the fees reflect current service needs and the cost to provide those services. The previous schedule, effective July 1, 2018, required revisions, including new fee categories, increased fees, and some reduced fee levels to maintain alignment with the City's cost-recovery philosophy. Airport Fees and Public Works Fees are also recommended for modification by and through Resolution No. 38-26. Additionally, Community Services fees are proposed by and through Resolution No. 44-26. The proposed fees were posted for public comment on February 10, 2026, and are recommended to take effect on May 21, 2026, pending Council approval. Adoption of the updated fees will enhance fiscal transparency and responsibility by clearly outlining the proposed changes. Continued from the April 21, 2026, Regular Council Meeting.
Staff Liaison: Brian Craig, Development Services Director, bcraig@buckeyeaz.gov, (623) 692-7616

5.D Council to hold a public hearing and take action on Resolution No. 32-26 approving and adopting the rate schedule for water and wastewater rates, rate components, fees, or service charges set forth in the document entitled "Schedule of Fees;" setting an effective date; and repealing conflicting resolutions or parts of resolutions.
Summary: Adoption of Resolution No. 32-26 will modify elements of the rate structure and establish a multi-year rate schedule for water and wastewater services. The proposed rate package will be effective June 4, 2026, with scheduled adjustments taking effect on January 1, 2027, January 1, 2028, and January 1, 2029. Continued from the April 7, 2026 Regular Council Meeting.
Staff Liaison: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102

6. **Comments from the Mayor and Council**

Mayor and Council may present a brief summary of current events and/or report on any of the Boards and Commissions and other organizations as necessary. The Council may not propose, discuss, deliberate, or take any legal action on information presented. Council may direct inquiries to staff.

7. **City Manager's Report and Summary of Current Events**

8. **Proposals for Future Agenda Items**

The Mayor or three Council Members may propose items for inclusion in a future agenda. Council shall not discuss the merit or substance of any proposed item: discussion and action shall be limited to whether or not the item shall be included in a future agenda.

9. **Adjournment**

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 3.A. Teen Civic Leadership Program Presentations (Read Better Be Better Partnership)
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON:	
DEPARTMENT: Mayor & Council	**AGENDA ITEM TYPE:** Awards / Presentations / Proclamations

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Teen Civic Leadership Program Presentations (Read Better Be Better Partnership).

SUMMARY

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

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.A. CC - Liquor License Application for Fusion of Buckeye by Jupiter Rings Series 012 (Restaurant) Liquor License
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 2
STAFF LIAISON: Lucinda Aja, City Clerk, laja@buckeyeaz.gov, (623) 349-6911	
DEPARTMENT: City Clerk	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on the request for a new Series 012 (Restaurant) Liquor License (Application No. 385893) for Fusion of Buckeye by Jupiter Rings, located at 105 North 7th Street in Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Economic Growth

SUMMARY

PROJECT DESCRIPTION:
Fusion of Buckeye by Jupiter Rings is requesting approval for a Series 012 (Restaurant) Liquor License Application for their business located at 105 N. 7th street in Buckeye. The application and public notice were legally posted and the application has been reviewed and approved by required departments. The business is located in the Buckeye Planning area and will pay Buckeye taxes. Title 4 of the Arizona Revised Statutes does not require the consideration of liquor licenses to be held in a public hearing or listed on the Non-Consent Agenda.

BENEFITS:
The city will continue to collect sales tax and revenue from liquor sales.

FUTURE ACTION:
After Council approval, the application will be forwarded by the City Clerk's Office to the Arizona Department of Liquor Licenses and Control for final approval.

FINANCIAL IMPACT STATEMENT:
The city will continue to collect sales tax and revenue from liquor sales.

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Redacted Application-FUSION OF BUCKEYE BY JUPITER RINGS (#385893).pdf
Vicinity Map Fusion of Buckeye by Jupiter Rings.pdf

Received in the Buckeye City Clerk's office March 31, 2026 at 10:44 a.m. by LCA

State of Arizona
Department of Liquor Licenses and Control

Created 03/30/2026 @ 09:18:37 AM

Local Governing Body Report

LICENSE

Number:		Type:	012 RESTAURANT
Name:	FUSION OF BUCKEYE BY JUPITER RINGS		
State:	Pending		
Issue Date:		Expiration Date:	
Original Issue Date:			
Location:	105 N 7TH STREET BUCKEYE, AZ 85326 USA		
Mailing Address:			
Phone:	[redacted]		
Alt. Phone:	[redacted]		
Email:	[redacted]		

AGENT

Name:	ANNA MARIE ARIEALE PIERRE
Gender:	Female
Correspondence Address:	[redacted] BUCKEYE, AZ 85326 USA
Phone:	[redacted]
Alt. Phone:	[redacted]
Email:	[redacted]

OWNER

Name:	FUSION OF BUCKEYE BY JUPITER RINGS LLC		
Contact Name:	ANNA MARIE ARIEALE PIERRE		
Type:	LIMITED LIABILITY COMPANY		
AZ CC File Number:	25023965	State of Incorporation:	AZ
Incorporation Date:	02/24/2026		
Correspondence Address:	[redacted] BUCKEYE, AZ 85326 USA		
Phone:	([redacted]		
Alt. Phone:			
Email:	[redacted]		

60th day - 5/29/26

Officers / Stockholders

Name:	Title:	% Interest:
ANNA MARIE ARIEALE PIERRE	Member	100.00

FUSION OF BUCKEYE BY JUPITER RINGS LLC - Member

Name:	ANNA MARIE ARIEALE PIERRE
Gender:	Female
Correspondence Address:	[redacted] BUCKEYE, AZ 85326 USA
Phone:	[redacted]
Alt. Phone:	[redacted]
Email:	[redacted]

MANAGERS

Name:	ANNA MARIE ARIEALE PIERRE
Gender:	Female
Correspondence Address:	[redacted] BUCKEYE, AZ 85326 USA
Phone:	[redacted]
Alt. Phone:	[redacted]
Email:	[redacted]

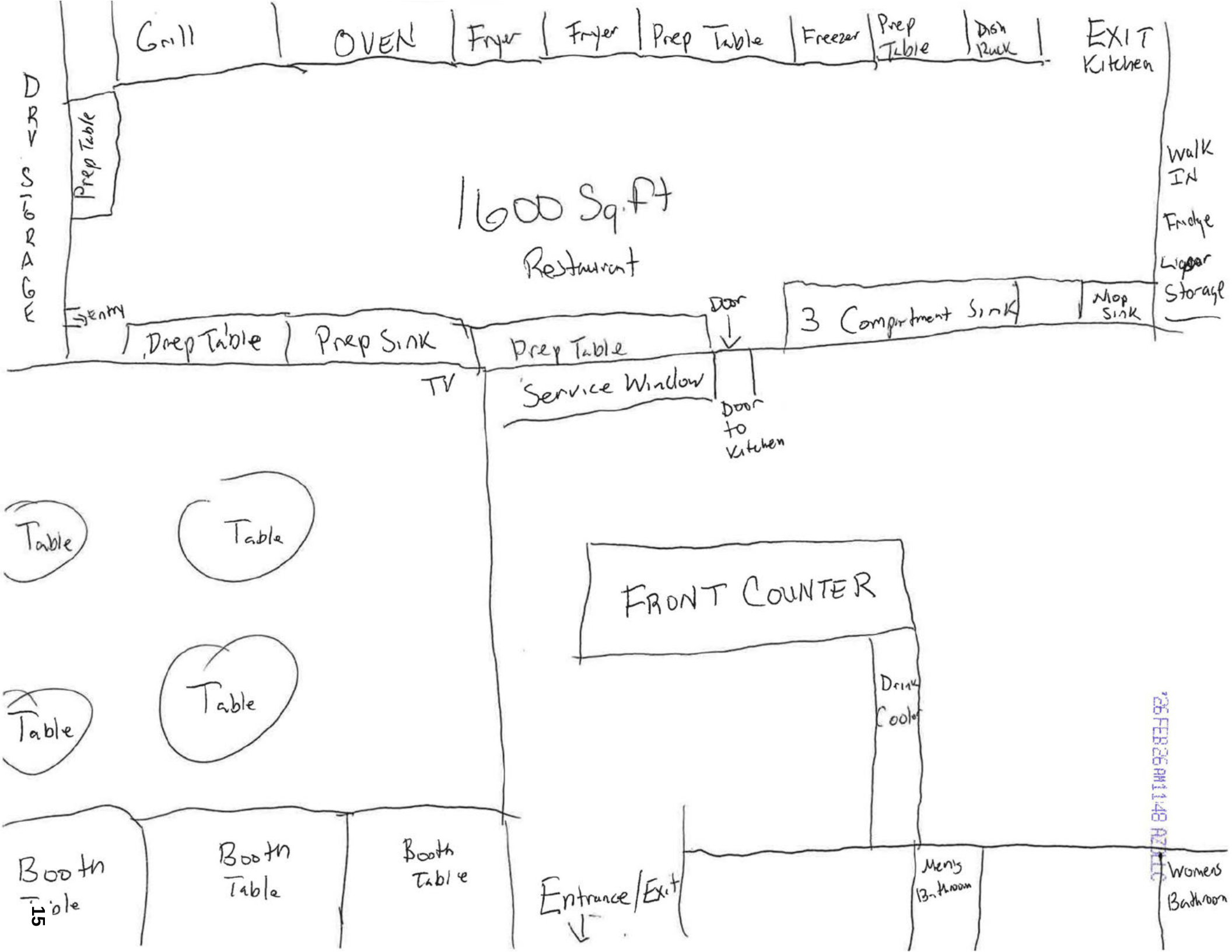
APPLICATION INFORMATION

Application Number: 385893
Application Type: New Application
Created Date: 02/26/2026

QUESTIONS & ANSWERS

012 Restaurant

1) Are you applying for an Interim Permit (INP)?
   No
2) Are you one of the following? Please indicate below.
   Property Tenant
   Subtenant
   Property Owner
   Property Purchaser
   Property Management Company
   TENANT
3) Is there a penalty if lease is not fulfilled?
   Yes
   What is the penalty?
   $5,000.00
4) Is the Business located within the incorporated limits of the city or town of which it is located?
   Yes
5) What is the total money borrowed for the business not including the lease?
   Please list each amount owed to lenders/individuals.
   0
6) Are there walk-up or drive-through windows on the premises?
   No
7) Does the establishment have a patio?
   No
8) Is your licensed premises now closed due to construction, renovation or redesign or rebuild?
   No
9) What type of business will this license be used for?
   RESTAURANT


Grill
OVEN
Fryer
Fryer
Prep Table
Freezer
Prep Table
Dish Rack
EXIT Kitchen
DRY STORAGE
Prep Table
1600 Sq.ft
Restaurant
Walk IN
Fridge
Liquor Storage
Sentry
Prep Table
Prep Sink
Prep Table
Door
3 Compartment Sink
Mop Sink
TV
Service Window
Door to Kitchen
Table
Table
Table
Table
FRONT COUNTER
Drink Cooler
Booth Table
Booth Table
Booth Table
Entrance/Exit
Mens Bathroom
Womens Bathroom
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Arizona Department of Liquor Licenses and Control
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RESTAURANT OPERATION PLAN

RESTAURANT SERIES 12 AND HOTEL/MOTEL SERIES 11 ONLY

DLLC USE ONLY
Job #: 385893
Date Accepted: 2-26-26
LC: AP-for RX
License #:

1. Name of restaurant (Please print): Fusion of Buckeye By Jupiter Rings

2. Must indicate the equipment below by Make, Model, and Capacity:

LIST ONLY THE FOLLOWING - NO ATTACHMENTS

Grill	MOTAK Gas Grill 36"
Oven	Forno 36" 6 Burner Oven Single
Freezer	2 Door Reach In Freezer 47.3 Cu Ft
Refrigerator	Walkin Refrigerator 4 ft
Sink	NSF Sink FIR Series 60.3"L x 26" W
Dish Washing Facilities	14GA 304 Premium Model # 2S3-1812 3 Compartment Sink
Food Preparation Counter (Dimensions)	Groomers Best Stainless Steel Work Table 24" x 60"
Other	

3. Attach a copy of your FULL menu with pricing **INCLUDING NON-ALCOHOLIC BEVERAGES**

4. What percentage of your public premises is used primarily for restaurant dining?

(**Do not include kitchen, bar, hi-top tables, or game area.**) 50 %

5. Does your restaurant have a bar area that is distinct and separate from the dining area? ☐ YES ☑ No

(**If yes, what percentage of the public floor space does this area cover?**) _____ %

6. List the **seating capacity** for:

a) Restaurant dining area of your premises: **(DO NOT INCLUDE PATIO SEATING)** [50]

b) Bar area [+ 0]

TOTAL [= 50]

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7. What type of dinnerware is primarily used in your restaurant? ☐ Reusable ☐ Disposable ☑ Both

8. Does your restaurant contain any **games, televisions, or any other entertainment**? ☑ Yes ☐ No
If yes, specify what types and how many (examples: 4-TV's, 2-Pool Tables, 1-Video Game, etc.)

2 Televisions

9. Do you have live entertainment or dancing? ☐ Yes ☑ No
If yes, what type and how often (example: DJ-2 x a week, Karaoke-2 x a month, Live Band-1 x a month, etc.)

10. List number of employees for each position:

Position	How many
Cooks	1
Bartenders	0
Hostesses	0
Managers	2
Servers	1
Other ( )	0
Other ( )	0
Other ( )	0

I, (Print Full Name) Anna Marie Pierre **hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.**

Applicant Signature: Anna Marie Pierre

'26 FEB 26 AM 11:48 AZTA LLC

Fusion from Buckeye

Asian–Mexican Cuisine

APPETIZERS | ENTRADAS

Classic Edamame — $8.50
Steamed edamame delicately seasoned with sea salt and fresh lime.

Edamame Clásico — $8.50
Edamame al vapor sazonado con sal de mar y un toque de limón fresco.

Edamame Fuego — $10.50
Edamame tossed in chili flakes, minced garlic, and chili-infused oil.

Edamame Fuego — $10.50
Edamame salteado con hojuelas de chile, ajo picado y aceite infusionado con chile.

Shrimp Kushuaguuis — $10.50
Cream cheese–stuffed shrimp, breaded in tempura and panko, lightly fried to a golden crisp.

Camarones Kushuaguuis — $10.50
Camarones rellenos de queso crema, empanizados con tempura y panko, fritos a la perfección.

Chips & Roasted Salsa — $8.00
Chips served with our roasted signature salsa.

Totopos con Salsa Asada — $8.00
Totopos acompañados de nuestra salsa tatemada de la casa.

Chicken & Veggie Potstickers — $10.00
Pan■seared dumplings filled with chicken, cabbage, onion, sesame oil, and soy sauce.

Empanadillas de Pollo y Verduras — $10.00
Empanadillas rellenas de pollo, col, cebolla, aceite de ajonjolí y salsa de soya.

Please inform your server of any allergies
Favor de informar a su mesero sobre cualquier alergia

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Fusion of Buckeye

SEAFOOD MENU

ESPAÑOL

MARISCOS

Shrimp Cocktail **$17.50**
Camarón cocido, cebolla, tomate, cilantro y aguacate, jugo de limón, salsa de mariscos y clamato, acompañado con chips y galletas saladas.

Shrimp Ceviche **$17.50**
Camarón marinado en jugo fresco de limón, mezclado con pepino y cebolla morada, cilantro, tomate, aguacate y salsa de mariscos, acompañado con chips y galletas saladas.

Shrimp Tower **$21**
Camarón marinado en jugo fresco de limón, camarón cocido, tomate, cilantro, cebolla, pepino y salsa de mariscos, acompañado con chips y galletas saladas.

Green Aguachile **$19**
Camarón fresco marinado en jugo fresco de limón, salsa verde de la casa, cebolla morada, pepino y aguacate, coronado con salsa de mariscos, acompañado con chips y galletas saladas.

Red Aguachile **$19**
Camarón fresco marinado en jugo fresco de limón, salsa roja de la casa, cebolla morada, pepino y aguacate, coronado con salsa de mariscos, acompañado con chips y galletas saladas.

ENGLISH

SEAFOOD

Shrimp Cocktail **$17.50**
Cooked shrimp, onion, tomato, cilantro and avocado, lime juice, seafood salsa and clamato sauce, with chips and saltines crackers.

Shrimp Ceviche **$17.50**
Shrimp marinated with fresh lime juice, mixed with cucumbers and red onion, cilantro, tomato, avocado, seafood salsa, with chips and saltines crackers.

Shrimp Tower **$21**
Shrimp marinated with fresh lime juice, cooked shrimp, tomato, cilantro, onions, cucumber, seafood salsa, with chips and saltines crackers.

Green Aguachile **$19**
Fresh shrimp marinated with fresh lime juice, house green salsa, red onions, cucumbers and avocado topped with seafood salsa, with chips and saltines crackers.

Red Aguachile **$19**
Fresh shrimp marinated with fresh lime juice, house red salsa, red onions, cucumbers and avocado topped with seafood salsa, with chips and saltines crackers.

ALERTA DE COMIDA
Consumir carnes crudas o poco cocidas, mariscos, aves, moluscos o huevos puede aumentar el riesgo de enfermedades transmitidas por alimentos. Consúmelos bajo tu propio riesgo.

FOOD ALERT
Consuming raw or undercooked meats, seafood, poultry, shellfish or eggs may increase your risk of foodborne illness. Try them at your own risk.

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Fusion of Buckeye

HIBACHI MENU

ESPAÑOL

HIBACHI

Hibachi con la carne de tu elección, acompañado de vegetales (calabacita/zucchini, cebolla morada y brócoli).
Puedes elegir entre arroz frito o noodles.

Hibachi Teriyaki Camarón	**$19**
Hibachi Teriyaki Pollo	**$17**
Hibachi Teriyaki Res	**$18**
Hibachi Teriyaki Trio (pollo, camarón, res)	**$20**
Hibachi Pollo a la Naranja	**$17**

YAKIMESHI

Arroz frito mezclado con vegetales y proteína.
Calabacita/zucchini, cebolla morada y brócoli.
Coronado con crema de queso y aguacate.
Cangrejo de imitación (Tampico)*

Yakimeshi Camarón	**$19**
Yakimeshi Pollo	**$17**
Yakimeshi Res	**$18**
Yakimeshi Trio (pollo, res, camarón)	**$20**

ENGLISH

HIBACHI

Hibachi of your choice of meat, with vegetables (zucchini squash, red onion, and broccoli).
You can choose between fried rice or noodles.

Teriyaki Hibachi Shrimp	**$19**
Teriyaki Hibachi Chicken	**$17**
Teriyaki Hibachi Steak	**$18**
Teriyaki Hibachi Trio (chicken, shrimp, steak)	**$20**
Orange Chicken Hibachi	**$17**

YAKIMESHI

Fried rice mixed with veggies and protein.
Zucchini squash, red onion, broccoli.
Topped with cream cheese avocado.
Imitation Crab (Tampico)*

Yakimeshi Shrimp	**$19**
Yakimeshi Chicken	**$17**
Yakimeshi Steak	**$18**
Yakimeshi Trio (chicken, steak, shrimp)	**$20**

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*Aviso de alergias: algunos ingredientes pueden causar alergias. Por favor informa a tu mesero sobre cualquier alergia alimentaria antes de ordenar.

*Allergy notice: some ingredients may cause allergies. Please inform your server of any food allergies before ordering.

*Imitation crab meat may cause allergies.

Fusion FROM BUCKEYE ARIZONA

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Fusion of Buckeye

Kids Menu / Menú de Niños

English

Fries and nuggets – $8.00

2 kids birria tacos – $10.00

Cheese and fries – $6.50

10 BBQ boneless chicken wings – $8.50

Apple juice – $3.50

Español

Papas fritas y nuggets – $8.00

2 tacos de birria para niños – $10.00

Papas con queso – $6.50

10 alitas BBQ sin hueso – $8.50

Jugo de manzana – $3.50

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Fusion of Buckeye

DRINK MENU

ESPAÑOL

SODAS EMBOTELLADAS

(Sodas Mexicanas)

Sprite	**$3.50**
Coca-Cola	**$3.50**
Orange Fanta	**$3.50**
Squirt	**$3.50**
Diet Coke	**$2.50**
Dr. Pepper	**$2.50**

BEBIDA DE LA CASA

Limonada Fresca	**$5.50**
Té dulce con limón	**$5.50**
Mangoneada	**$10.00**
Malteada de Oreo	**$9.00**

ENGLISH

BOTTLED SODAS

(Mexican Sodas)

Sprite	**$3.50**
Coca-Cola	**$3.50**
Orange Fanta	**$3.50**
Squirt	**$3.50**
Diet Coke	**$2.50**
Dr. Pepper	**$2.50**

DRINK OF THE HOUSE

Fresh Lemonade	**$5.50**
Sweet tea with lemon	**$5.50**
Mangoneada	**$10.00**
Oreo Shake	**$9.00**

Fusion FROM BUCKEYE ARIZONA

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Arizona Department of Liquor Licenses and Control
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DLLC USE ONLY
Job #: 385893
Date Accepted: 2-26-26
LC: AP-for RV
License #:

RECORDS REQUIRED FOR AUDIT
RESTAURANT/HOTEL/MOTEL

In the event of an audit, you will be asked to provide to the Department any documents necessary to determine Compliance with A.R.S. §4-205.02(G). Such documents requested may include however, are not limited to:

1. Name of restaurant (Please print): Fusion of Bulkage by Jupiter Rings
2. All invoices and receipts for the purchase of food and spirituous liquor for the licensed premises.
3. A list of ***all*** food and liquor vendors
4. The restaurant menu used during the audit period
5. A price list for alcoholic beverages during the audit period
6. Mark-up figures on food and alcoholic products during the audit period
7. A recent, ***accurate*** inventory of food and liquor (taken within two weeks of the Audit Interview Appointment)
8. Monthly Inventory Figures - beginning and ending figures for food and liquor
9. Chart of accounts (copy)
10. Financial Statements-Income Statements-Balance Sheets
11. **General Ledger**

    A. Sales Journals/Monthly Sales Schedules

    1) Daily sales Reports (to include the name of each waitress/waiter, bartender, etc. with sales for that day)

    2) Daily Cash Register Tapes - Journal Tapes and Z-tapes

    3) Dated Guest Checks

    4) Coupons/Specials/Discounts

    5) Any other evidence to support income from food and liquor sales

    B. Cash Receipts/Disbursement Journals

    1) Daily Bank Deposit Slips

    2) Bank Statements and canceled checks

12. **Tax Records**

    A. Transaction Privilege Sales, Use and Severance Tax Return (copies)

    B. Income Tax Return - city, state and federal (copies)

    C. Any supporting books, records, schedules or documents used in preparation of tax returns

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13. **Payroll Records**

A. Copies of all reports required by the State and Federal Government

B. Employee Log (A.R.S. §4-119)

C. Employee time cards (actual document used to sign in and out each workday)

D. Payroll records for all employees showing hours worked each week and hourly wages

14. **Off-site Catering Records** (must be complete and separate from restaurant records)

A. All documents that support the income derived from the sale of food off the license premises.

B. All documents which support purchases made for food to be sold off the licensed premises.

C. All coupons/specials/discounts

The sophistication of record keeping varies from establishment to establishment. Regardless of each licensee's accounting methods, the amount of gross revenue derived from the sale of food and liquor must be substantially documented.

REVOCATION OF YOUR LIQUOR LICENSE MAY OCCUR IF YOU FAIL TO COMPLY WITH A.R.S. §4-210(A)7 AND A.R.S. §4-205.02(G).

A.R.S. §4-210(A) 7
The licensee fails to keep for two years and make available to the department upon reasonable request all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of spirituous liquors and, in the case of a restaurant or hotel-motel licensee, all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of food.

A.R.S. §4-205.02(M)
For the purpose of this section:

Restaurant: an establishment that derives **at least forty percent (40%)** of its gross revenue from the sale of food

Gross revenue: the revenue derived from all sales of food and spirituous liquor on the licensed premises regardless of whether the sales of spirituous liquor are made under a restaurant license issued pursuant to this section or under any other license that has been issued for the premises pursuant to this article.

Declaration:

I, (Print Name) Anna Marie Pierre, declare under penalty of perjury that I am authorized to submit this application. I have read the contents and to the best of my knowledge believe all statements made on this application to be true, correct, and complete.

Signature: [signature]

MAKE A COPY OF THIS DOCUMENT AND KEEP IT WITH RECORDS REQUIRED BY THE STATE

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Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

Personal Information Questionnaire

DLLC USE ONLY	
Job #:	385893
Date Accepted:	2-26-26
LC:	AP-for RV
License #	

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

THE COMPLETED QUESTIONNAIRE NEEDS TO BE SUBMITTED TO THE DEPARTMENT ALONG WITH A $22. FEE, AND FD-258 FINGERPRINT CARD, THAT HAS BEEN SEALED IN AN ENVELOPE, AND SIGNED OR INITIALED BY THE FINGERPRINT TECHNICIAN, MUST INCLUDE THE FINGERPRINT VERIFICATION FORM. MUST BE COMPLETED BY A RECOGNIZED FINGERPRINT SERVICE OR LAW ENFORCEMENT AGENCY.

fp pending
805-886

Agent: a person who is designated by an applicant or licensee to receive communications from the department and to file and sign documents submitted to the department on behalf of the applicant or licensee. An agent is not a manager.

A.R.S. §4-202(A).

Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☑ AGENT ☑ CONTROLLING PERSON ☑ MANAGER

1. Name: Pierre (Last) Anna Marie (First) Ariele (Middle)
2. Social Security #: [redacted] (NOT a public record) Birth Date: [redacted] (NOT a public record)
3. Driver's License #: [redacted] (NOT a public record) State Issued: AZ
5. Are you a resident of Arizona? ☒ Yes ☐ No Date of residency: 12 / 24 / 2022
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: [redacted]

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: 000141-02-2026
2. Business Name (doing business as): Fusion of Buckeye by Jupiter Rings
3. Business Address: 103 N 7th St Buckeye, Az 85326

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SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☑ Agent ☑ Controlling Person ☑ Manager

Name of persons who will be handling the day to day operations: Anna Marie Pierre

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☐ No ☒
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☒
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☒
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☒
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☒

SIGNATURE

I, (Print Full Name) Anna Marie Pierre hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: Anna Marie Pierre **Date:** 2-26-26

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Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
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FINGERPRINT VERIFICATION

DLLC USE ONLY	
Job #:	385893
Date Accepted:	2-26-26
LC:	AP for RV
License #:	

ATTENTION FINGERPRINT TECHNICIAN:

Please follow the instructions below for fingerprinting this applicant.

1. Please fill out or ensure that the applicant has filled out all the required boxes on the fingerprint card prior to taking the fingerprints.
2. Request a valid, unexpired government-issued photo ID from the applicant and compare the physical descriptors on the applicant's photo ID to the applicant and to the information on the fingerprint card.
3. Fill out the information in the boxes below. **Please print clearly**.
4. Once the prints have been taken, place the fingerprint card and this form into the envelope and seal it. Please write your name or identification across the edge of the seal. Return the sealed envelope to the applicant.
5. **Write applicants name on front of sealed envelope.**

Do not give the applicant the fingerprint card without first sealing it inside the envelope.

DO NOT FOLD FINGERPRINT CARDS

Please print in the following fields:

Date 1-23-26.	**Name of Applicant:** Anna Marie Arieale Pierre.
Name of Fingerprint Technician: Belen Salas	
Fingerprint technician's Signature:	
Fingerprint technician's Agency/company Name: Arizona Livescan	**Phone Number:** [redacted]
Type of Photo ID Provided (check one): ☒ Driver's License ☐ Passport ☐ Other (Please specify)	

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Arizona Department of Liquor Licenses and Control
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ALIEN STATUS

DLLC USE ONLY
Job #: 385893
Date Accepted: 2-26-26
LC: AP for RV
License #:

Title IV of the federal Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (the "Act"), 8 U.S.C. § 1621, provides that, with certain exceptions, only United States citizens, United States non-citizen nationals, non-exempt "qualified aliens" (and sometimes only particular categories of qualified aliens), nonimmigrant, and certain aliens paroled into the United States are eligible to receive state, or local public benefits. With certain exceptions, a professional license and commercial license issued by a State agency is a State public benefit.

Arizona Revised Statutes § 41-1080 requires, in general, that a person applying for a license must submit documentation to the license agency that satisfactorily demonstrates the applicant's presence in the United States is authorized under federal law.

Directions: All applicants must complete Sections I, II, and IV. Applicants who are not U.S. citizens or nationals must also complete Section III.

Submit this completed form and a copy of one or more document(s) from the attached "Evidence of U.S. Citizenship, U.S. National Status, or Alien Status" with your application for license or renewal. If the document you submit does not contain a photograph, you must also provide a government issued document that contains your photograph. You must submit supporting legal documentation (i.e. marriage certificate) if the name on your evidence is not the same as your current legal name.

SECTION I – APPLICANT INFORMATION

APPLICANT NAME (Print or type) Anna Marie Pierre

SECTION II – CITIZENSHIP OR NATIONAL STATUS

Are you a citizen or national of the United States? ☑ Yes ☐ No - If **yes**, indicate place of birth:

City San Bernardino State CA **COUNTRY** United states

If you answered **Yes, 1)** Attach a legible copy of a document from the list below.

2) Nameof document: Drivers License

If you answered **No**, you must complete Sections III.

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EVIDENCE OF U.S. CITIZENSHIP, U.S. NATIONAL STATUS, OR ALIEN STATUS

You must submit supporting legal documentation (i.e. marriage certificate) if the name on your evidence is not the same as your current legal name.

Evidence showing authorized presence in the United State includes the following:

1. An Arizona driver license issued after 1996 or an Arizona non-operating identificationcard.

2. A driver license issued by a state that verifies lawful presence in the United States.

3. A birth certificate or delayed birth certificate showing birth in one of the 50 states, the District of Columbia, Puerto Rico (on or after Jan. 13, 1941), Guam, the U.S. Virgin Islands (on or after January 17, 1917), American Samoa, or the Northern Mariana Islands (on or after November 4, 1986, Northern Mariana Islands local time)

4. A United States certificate of birth abroad.

5. A United States passport. ***Passport must be signed***

6. A foreign passport with a United States visa.

7. An I-94 form with a photograph.

8. A United States citizenship and immigration services employment authorization document or refugee travel document.

9. A United States certificate of naturalization.

10. A United States certificate of citizenship.

11. A tribal certificate of Indian blood.

12. A tribal or bureau of Indian affairs affidavit of birth.

13. Any other license that is issued by the federal government, any other state government, an agency of this state or a political subdivision of this state that requires proof of citizenship or lawful alien status before issuing the license.

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SECTION III – QUALIFIED ALIEN

Applicants who are not citizens or nationals of the United States. Please indicate alien status by checking the appropriate box. Attach a legible copy of a document from the attached list or other document as evidence of your status.

_____

Name of document provided

Qualified Alien Status (8 U.S.C.§§ 1621(a)(1),-1641(b) and (c))

☐ 1. An alien lawfully admitted for permanent residence under the Immigration and Nationality Act (INA)

☐ 2. An alien who is granted asylum under Section 208 of the INA.

☐ 3. A refugee admitted to the United States under Section 207 of the INA.

☐ 4 An alien paroled into the United States for at least one year under Section 212(d)(5) of the INA.

☐ 5. An alien whose deportation is being withheld under Section 243(h) of the INA.

☐ 6. An alien granted conditional entry under Section 203(a)(7) of the INA as in effect prior to April 1, 1980.

☐ 7. An alien who is a Cuban/Haitian entrant.

☐ 8. An alien who has, or whose child or child's parent is a "battered alien" or an alien subject to extreme cruelty in the United States

Nonimmigrant Status (8 U.S.C. § 1621(a)(2))

9. A nonimmigrant under the Immigration and Nationality Act [8 U.S.C § 1101 et seq.] Non-immigrants are persons who have temporary status for a specific purpose. See 8 U.S.C § 1101(a)(15).

Alien Paroled into the United States for Less Than One Year (8 U.S.C. § 1621(a)(3))

10. An alien paroled into the United States for less than one year under Section 212(d)(5) of the INA

Other Persons (8 U.S.C § 1621(c)(2)(A) and (C)

11. A nonimmigrant whose visa for entry is related to employment in the United States, or

12. A citizen of a freely associated state, if section 141 of the applicable compact of free association approved in Public Law 99-239 or 99-658 (or a successor provision) is in effect [Freely Associated States include the Republic of the Marshall Islands, Republic of Palau and the Federate States of Micronesia. 48 U.S.C. § 1901 *etseq.*];

13. A foreign national not physically present in the United States.

14. ***Otherwise Lawfully Present***

15. A person not described in categories 1-13 who is otherwise lawfully present in the United States.

PLEASE NOTE: The federal Personal Responsibility and Work Opportunity Reconciliation Act may make persons who fall into this category ineligible for licensure. See 8 U.S.C. §

Anna Marie Pierre		2.26.26
Print Name	**Signature**	**Date**

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Certificate # AZB-ON-01253947

☒ On-sale
☐ Off-sale
☐ On- and off-sale

Certificate of Completion
For
Title 4 **BASIC** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

The State requires BASIC Title 4 training only as a prerequisite for MANAGEMENT Title 4 training or as a result of a liquor law violation. Persons required to have BASIC Title 4 training are listed at the base of this Certificate. Licensees sometimes require BASIC Title 4 Training a condition of employment.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

Anna Marie Pierre
Full Name (please print)

Anna Marie Pierre
Anna Marie Pierre (Mar 4, 2026 22:12:10 MST)
Signature

03/04/2026
Training Completion Date

03/03/2029
Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.
Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730
Mailing Address

(877) 881-2235
Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete
Instructor Name (please print)
Title 4 BASIC Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

03/04/2026
Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

In-state Microbrewery (series 3)	Government (series 5)	Bar (series 6)	Beer & Wine Bar (series 7)
Conveyance (series 8)	Liquor Store (series 9)	Private Club (series 14)	Hotel/Motel w/restaurant (series 11)
Restaurant (series 12)	In-state Farm Winery (series 13)		Beer & Wine Store (series 10)

Liquor license applications (initial and renewal) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

The questionnaire (which designates a manager to a location) and the agent change form (which assigns a new agent to active liquor licenses) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

July 11, 2013

Certificate # AZM-ON01209344

'26 FEB 26 AM 11:49 AZDLLC

Certificate of Completion
For
Title 4 **MANAGEMENT** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

Basic Title 4 training is a prerequisite for MANAGEMENT Title 4 training. A valid Certificate of Completion for BASIC Title 4 training must be on file at the Department of Liquor and satisfactory completion of a State-approved BASIC Title 4 course must be verified by the training provider prior to issuing a Certificate of Completion for MANAGEMENT Title 4 training.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

Anna Marie Pierre

Full Name (please print)

Signature

02/25/2026

Training Completion Date

02/24/2029

Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.

Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730

Mailing Address

(877) 881-2235

Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete

Instructor Name (please print)

Title 4 MANAGEMENT Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

02/25/2026

Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

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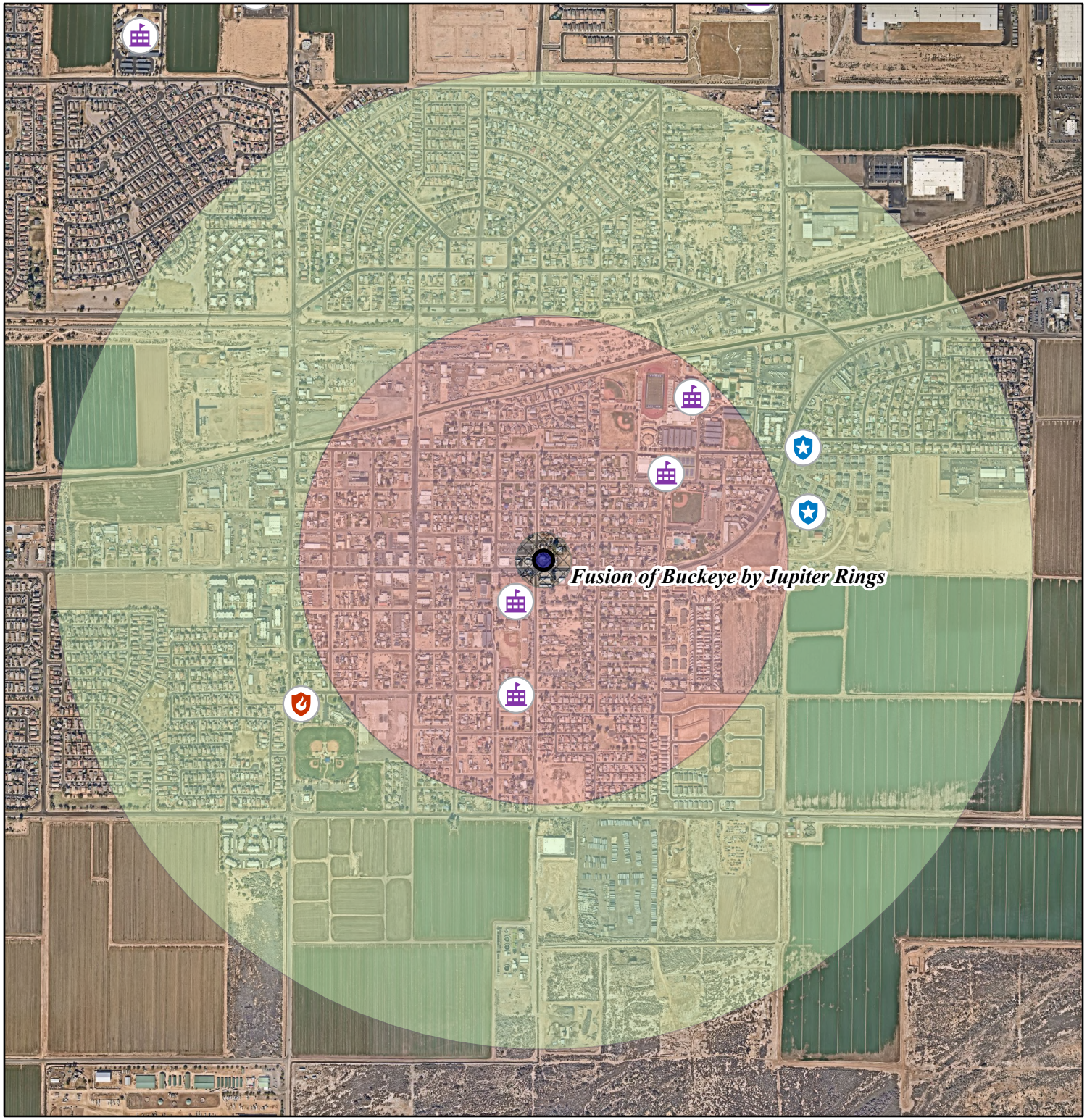
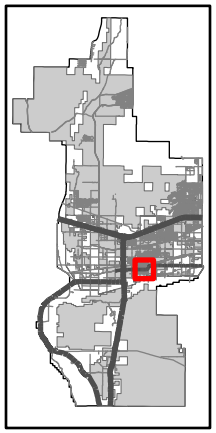
July 11, 2013



City of Buckeye Business Licensing

Series: 012 Restaurant
Name: Fusion of Buckeye by Jupiter Rings
Address: 105 N. 7th Street,
Buckeye Az 85326
AZ License App #385893

- Schools
- Fire Stations
- Police Stations
- Fusion of Buckeye by JupiterRings
- 300 ft. Radius
- 1/2 Mile
- 1 Mile



0 0.1 0.2 0.4 Miles

BUCKEYE
ARIZONA

The data depicted hereon are for reference purposes only. The City of Buckeye does not warrant the accuracy or integrity of the information for any particular use.

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.B. CC - Liquor License Application for Hampton Inn & Suites Buckeye Verrado Series 011 (Hotel / Motel) Liquor License
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 5
STAFF LIAISON: Lucinda Aja, City Clerk, laja@buckeyeaz.gov, (623) 349-6911	
DEPARTMENT: City Clerk	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on the request for a new Series 011 (Hotel / Motel) Liquor License (Application No. 386055) for Hampton Inn & Suites Buckeye Verrado, located at 21245 West Roosevelt Street in Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Economic Growth

SUMMARY

PROJECT DESCRIPTION:
Hampton Inn & Suites Buckeye Verrado is requesting approval for a Series 011 (Hotel / Motel) Liquor License Application for their business located at 21245 W. Roosevelt Street in Buckeye. The application and public notice were legally posted and the application has been reviewed and approved by required departments. The business is located in the Buckeye Planning area and will pay Buckeye taxes. Title 4 of the Arizona Revised Statutes does not require the consideration of liquor licenses to be held in a public hearing or listed on the Non-Consent Agenda.

BENEFITS:
The city will collect sales tax and revenue from liquor sales.

FUTURE ACTION:
After Council approval, the application will be forwarded by the City Clerk's Office to the Arizona Department of Liquor Licenses and Control for final approval.

FINANCIAL IMPACT STATEMENT:
The city will continue to collect sales tax and revenue from liquor sales.

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Redacted Application - HAMPTON INN & SUITES BUCKEYE VERRADO (#386055).pdf
Vicinity Map Hampton Inn & Suites Buckeye Verrado.pdf

Received in the Buckeye City Clerk's office April 09, 2026 at 10:16 a.m. by LCA

State of Arizona
Department of Liquor Licenses and Control

Created 04/08/2026 @ 11:15:24 AM

Local Governing Body Report

LICENSE

Number:
Type: 011 HOTEL / MOTEL
Name: HAMPTON INN & SUITES BUCKEYE VERRADO
State: Pending
Issue Date:
Expiration Date:
Original Issue Date:
Location: 21245 W ROOSEVELT STREET
BUCKEYE, AZ 85326
USA
Mailing Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone:
Email: [redacted]

AGENT

Name: DAVID ALLEN WATKINS
Gender: Male
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone:
Email: [redacted]

OWNER

Name: VERRADO HOSPITALITY LLC
Contact Name: DAVID ALLEN WATKINS
Type: LIMITED LIABILITY COMPANY
AZ CC File Number: 23425574
State of Incorporation: SD
Incorporation Date: 09/13/2022
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone:
Email: [redacted]

Officers / Stockholders

60th Day
6-7-2026

Name:	Title:	% Interest:
HARVEY CHASE JEWETT IV	Member	30.95
JEFFREY ALLAN STOCKERT	President	30.95
MITCHELL THOMAS HOFFMAN	Member	10.08

VERRADO HOSPITALITY LLC - Member

Name: HARVEY CHASE JEWETT IV
Gender: Male
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone: [redacted]
Email: [redacted]

VERRADO HOSPITALITY LLC - President

Name: JEFFREY ALLAN STOCKERT
Gender: Male
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone: [redacted]
Email: [redacted]

VERRADO HOSPITALITY LLC - Member

Name: MITCHELL THOMAS HOFFMAN
Gender: Male
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone: [redacted]
Email: [redacted]

MANAGERS

Name: NICOLE JULIEANNE LEMOS
Gender: Female
Correspondence Address: [redacted]
BUCKEYE, AZ 85326
USA
Phone: [redacted]
Alt. Phone:
Email: [redacted]

APPLICATION INFORMATION

Application Number: 386055

Application Type: New Application
Created Date: 02/27/2026

QUESTIONS & ANSWERS

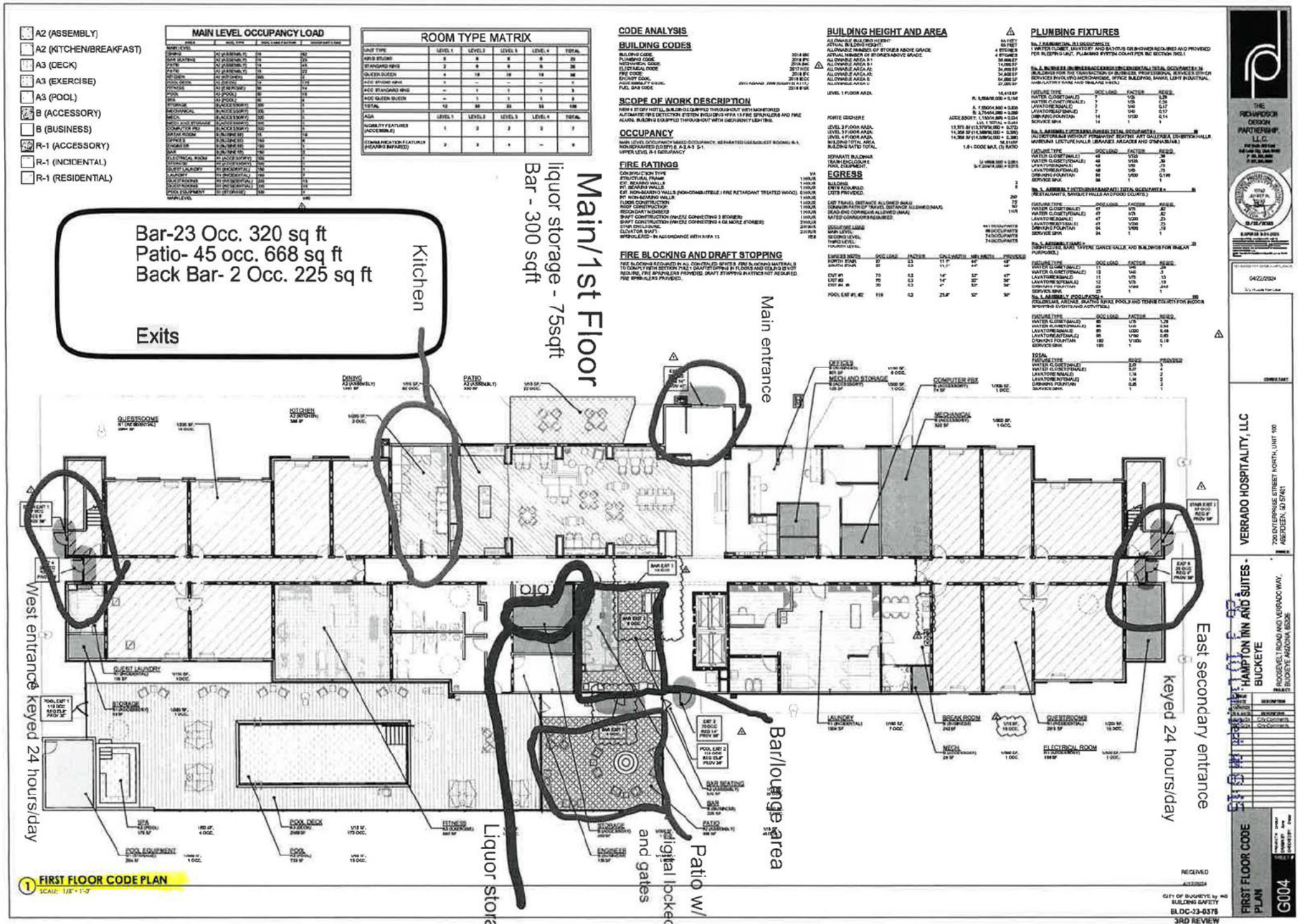
011 Hotel / Motel

1) Are you applying for an Interim Permit (INP)?
   No
2) Are you one of the following? Please indicate below.
   Property Tenant
   Subtenant
   Property Owner
   Property Purchaser
   Property Management Company
   Property owner ~~and Property Management company~~
3) Is there a penalty if lease is not fulfilled?
   No
4) Is the Business located within the incorporated limits of the city or town of which it is located?
   Yes
5) What is the total money borrowed for the business not including the lease?
   Please list each amount owed to lenders/individuals.
   Dacotah Bank - $8,129,077.67
6) Are there walk-up or drive-through windows on the premises?
   No
7) Does the establishment have a patio?
   Yes
   Is the patio contiguous or non-contiguous (within 30 feet)?
   contiguous
8) Is your licensed premises now closed due to construction, renovation or redesign or rebuild?
   Yes
   If yes, what is your estimated completion date?
   03/04/2026

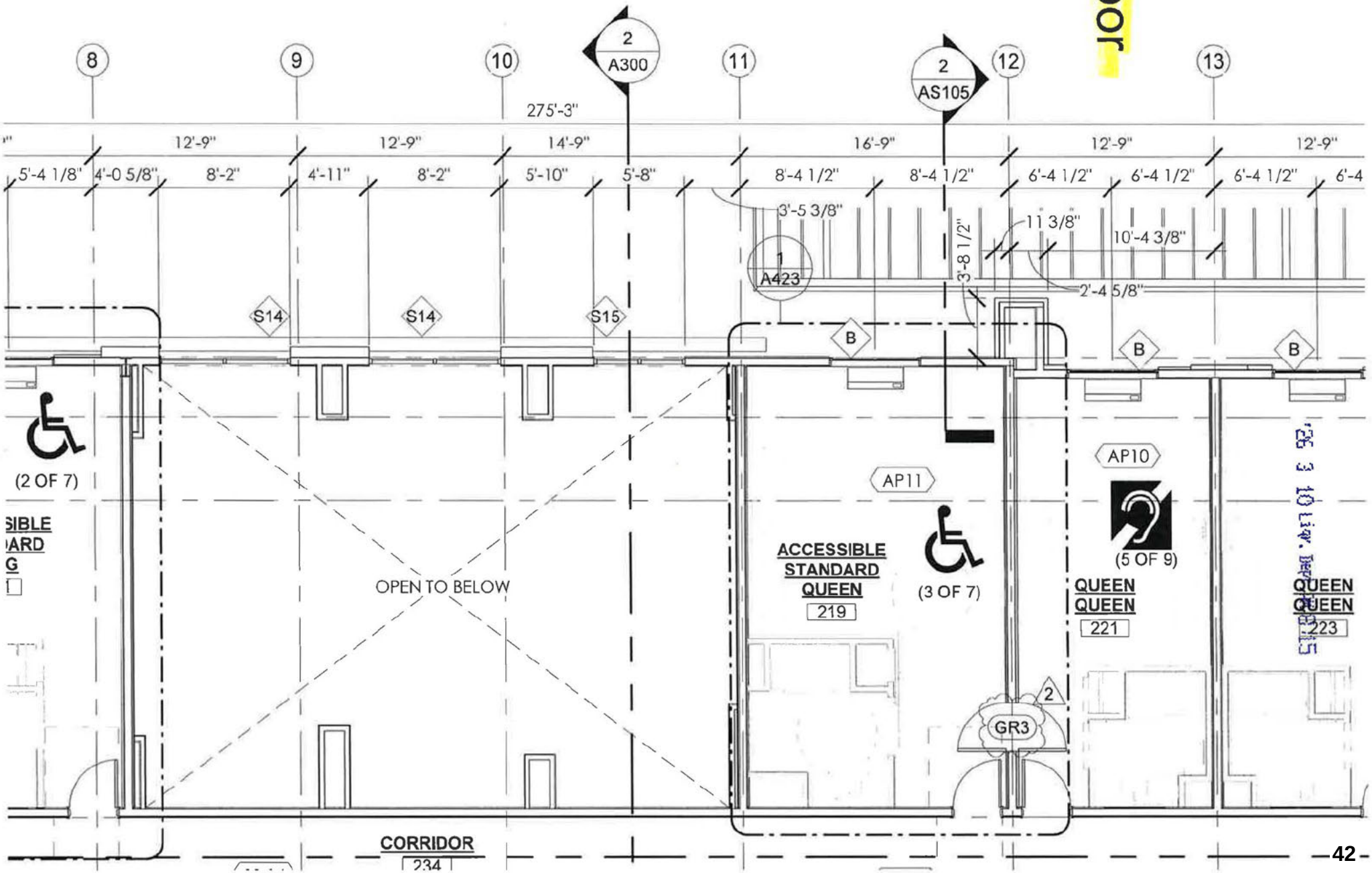
DOCUMENTS

DOCUMENT TYPE	FILE NAME	UPLOADED DATE
QUESTIONNAIRE	HJewett PIO.pdf	02/27/2026
QUESTIONNAIRE	Dwatkins PIO 2025 date.pdf	02/27/2026
ORGANIZATIONAL DOCUMENTS	Owners.docx	02/27/2026
ALIEN STATUS	IMG_1313.jpeg	02/27/2026
ALIEN STATUS	IMG_1314.jpeg	02/27/2026
ALIEN STATUS	Alien Status form.pdf	02/27/2026
DIAGRAM/FLOOR PLAN	Hampton Buckeye First Floor.pdf	02/27/2026
DIAGRAM/FLOOR PLAN	liquor floor 2-4.pdf	02/27/2026
RESTAURANT OPERATION PLAN	Hampton Menu - Modified.docx	02/27/2026
RESTAURANT OPERATION PLAN	AZDPS information.pdf	02/27/2026
RECORDS REQUIRED FOR AUDIT	records required for audit.pdf	02/27/2026
RESTAURANT OPERATION PLAN	Title 4 basic cert of completion.pdf	02/27/2026

RESTAURANT OPERATION PLAN	Title 4 managment cert of completion.pdf	02/27/2026
MISCELLANEOUS	fingerprints completed.pdf	02/27/2026
QUESTIONNAIRE	mhoffman.pio_260211_190423.pdf	02/27/2026
QUESTIONNAIRE	jstockert.pio_260211_190358.pdf	02/27/2026
	NLemos fingerprinting AZ background receipt.pdf	03/25/2026
	NLemos basic training.pdf	03/25/2026
	NLemos Management training.pdf	03/25/2026
	Nicole Lemos- PIO.pdf	03/25/2026
	Nicole Lemos Alien_Status.pdf	03/25/2026
	NLemos ID.pdf	03/25/2026
	Restaurant Operation Plan.pdf	03/25/2026
	BAR EQUIPMENT LAYOUT 7-16-25.pdf	03/25/2026
	dw PIO complete 2025.pdf	03/25/2026
	DW Alien Status Form.pdf	03/25/2026
	DwatkinsIDfront.jpeg	03/25/2026
	DwatkinsIDback.jpeg	03/25/2026
	MHoffman PIO 2025.pdf	03/25/2026
	Statement of Liquor Licenses - Hoffman.pdf	03/25/2026
	JStockert PIO 2025.pdf	03/25/2026
	Jeffrey Stockert Statement of LL in AZ.pdf	03/25/2026
	HJewett PIO.pdf	03/25/2026
	Statement of Liquor Licenses - Jewett.pdf	03/25/2026
	Nlemos fingerprint info.jpeg	03/25/2026
	NLemos fingerprint info2.jpeg	03/25/2026


A2 (ASSEMBLY)
A2 (KITCHEN/BREAKFAST)
A3 (DECK)
A3 (EXERCISE)
A3 (POOL)
B (ACCESSORY)
B (BUSINESS)
R-1 (ACCESSORY)
R-1 (INCIDENTAL)
R-1 (RESIDENTIAL)
MAIN LEVEL OCCUPANCY LOAD
ROOM TYPE MATRIX
CODE ANALYSIS
BUILDING CODES
SCOPE OF WORK DESCRIPTION
OCCUPANCY
FIRE RATINGS
FIRE BLOCKING AND DRAFT STOPPING
BUILDING HEIGHT AND AREA
EGRESS
PLUMBING FIXTURES
Bar-23 Occ. 320 sq ft
Patio- 45 occ. 668 sq ft
Back Bar- 2 Occ. 225 sq ft
Exits
Kitchen
Main/1st Floor
liquor storage - 75sqft
Bar - 300 sqft
Main entrance
West entrance keyed 24 hours/day
East secondary entrance keyed 24 hours/day
Bar/lounge area
Patio w/ digital locked doors and gates
Liquor storage
FIRST FLOOR CODE PLAN
SCALE: 1/8" = 1'-0"
VERRADO HOSPITALITY, LLC
HAMPTON INN AND SUITES - BUCKEYE
FIRST FLOOR CODE PLAN
G004
BLDC-23-0378
3RD REVIEW

2nd Floor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AS105
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A423
S14
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(2 OF 7)
AP11
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ACCESSIBLE
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QUEEN
219
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OPEN TO BELOW
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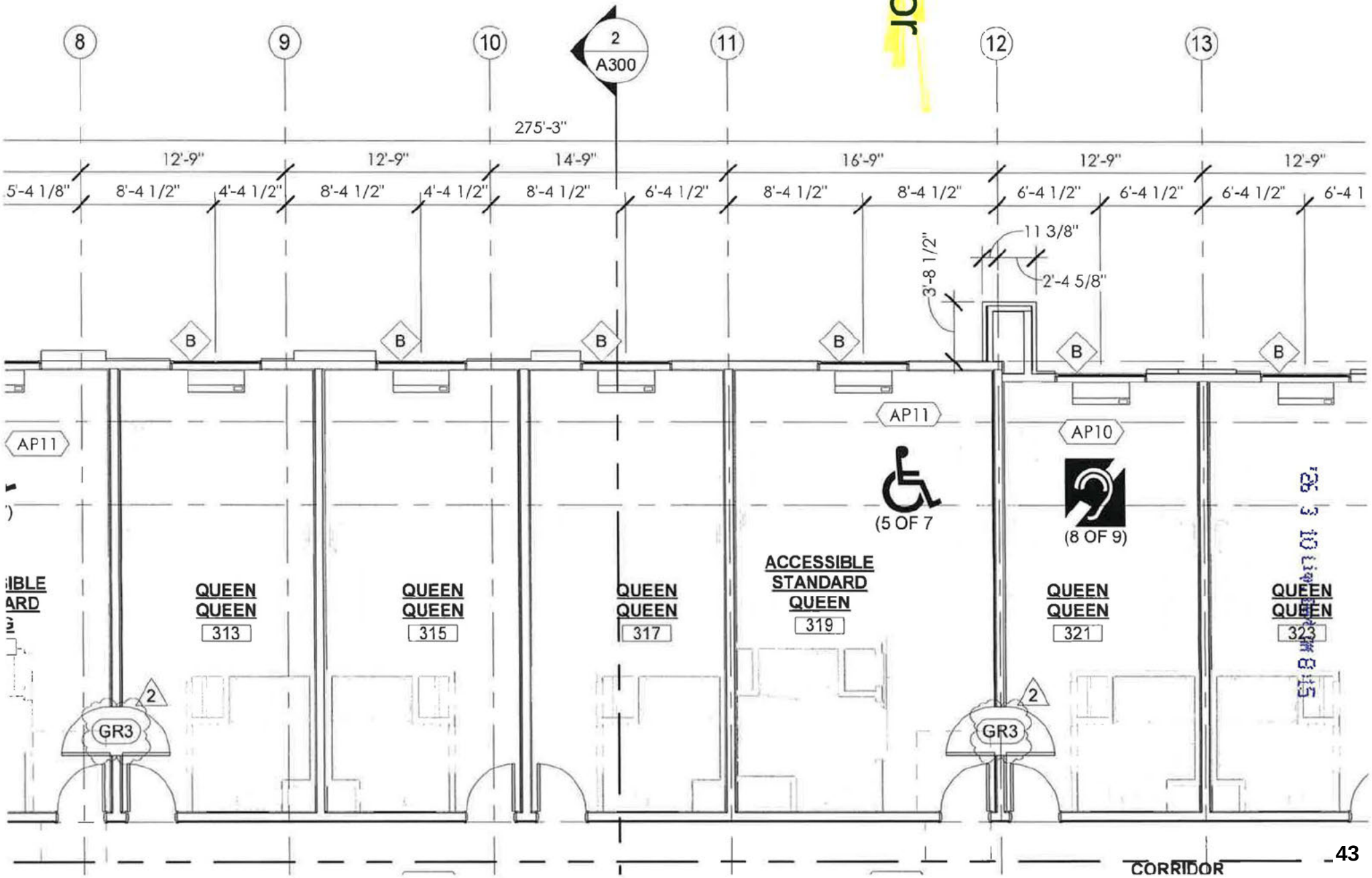
GR3
CORRIDOR
234

3rd Floor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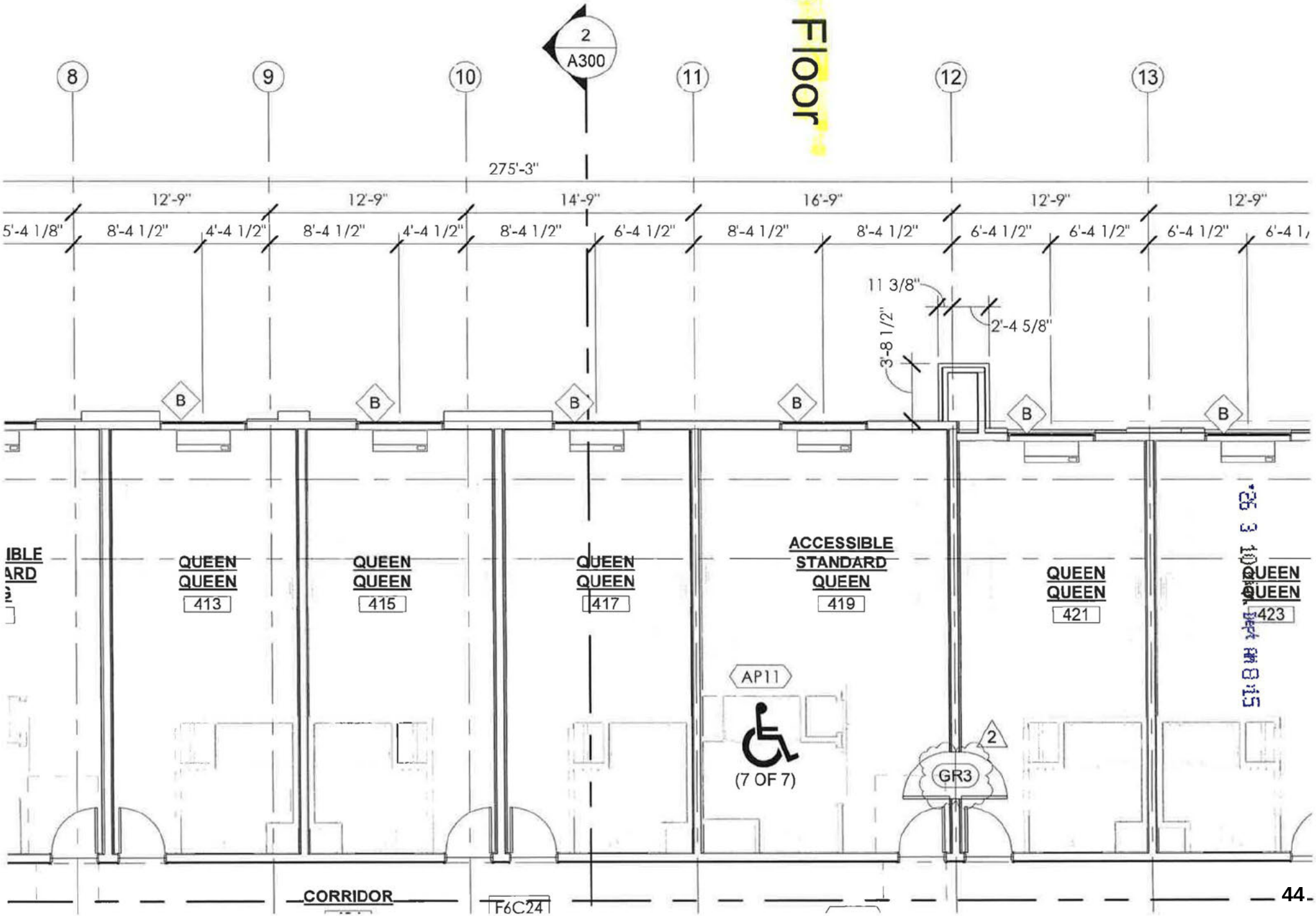
323
GR3
CORRIDOR

4th Floor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AP11
(7 OF 7)
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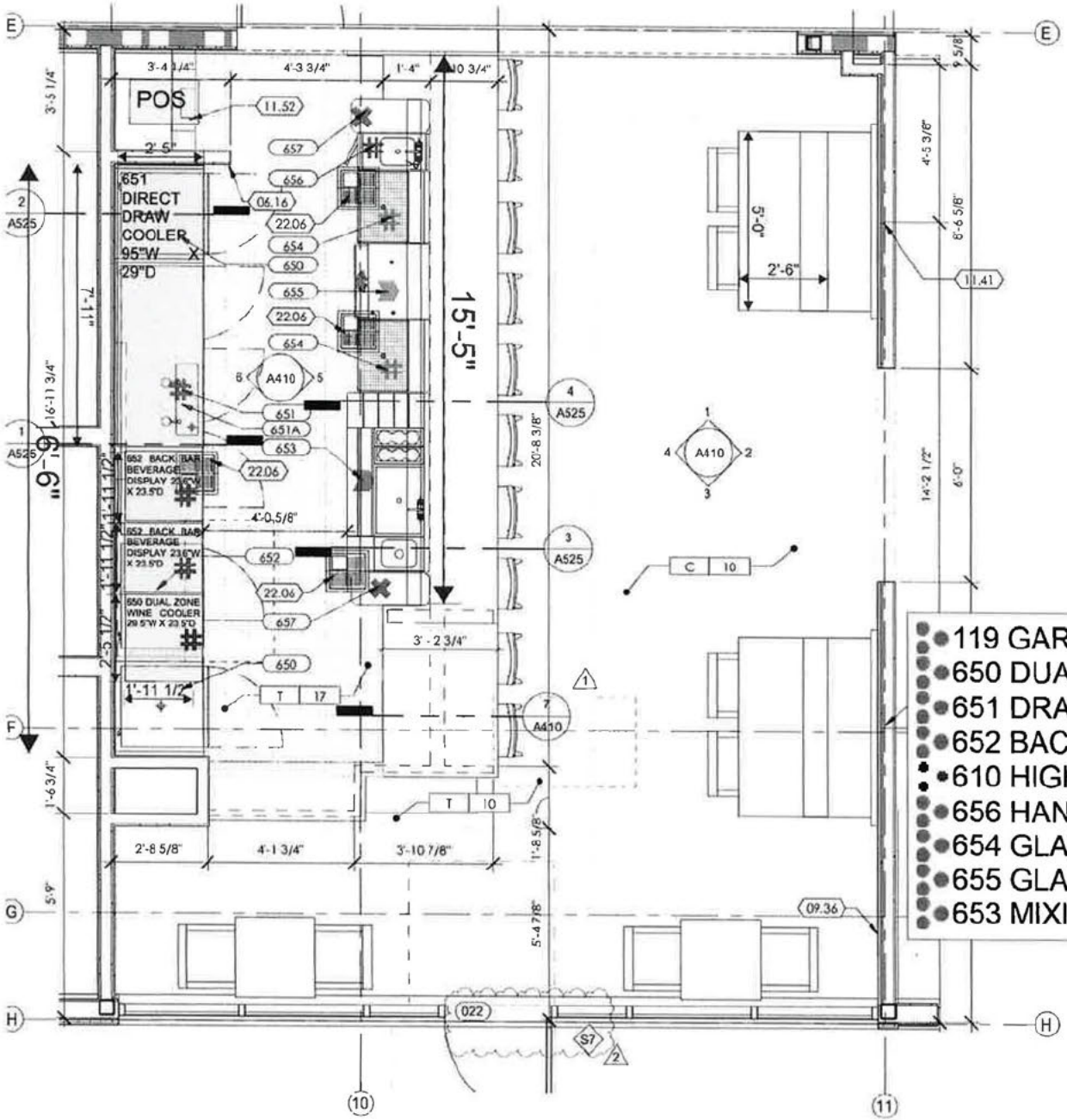
GR3
CORRIDOR
F6C24



D 2X2 TEGULAR ACOUSTICAL TILE
E PRE-FINISHED METAL SOFFIT MATERIAL TO MATCH WP1
F ACOUSTICAL WOOD CEILING
G PAINTED BOTTOM OF RATED ASSEMBLY

⚠ ALERT:

REFER TO SHEETS G017 - G020 FOR REQUIRED ADA CLEARANCES, DETAILS AND MOUNTING HEIGHTS

REFER TO G012 - G016 FOR ACCESSIBILITY CLEARANCE REQUIREMENTS ON ALL FLOOR PLANS

SHEET NOTES

06.16	CORNER GUARDS AT ALL 90 DEGREE
09.35	ACOUSTICAL WOOD CEILING. ARMSTRONG WOODWORKS GRILLE-FORTE 6335L_S15
09.36	ACOUSTICAL WOOD WALL. ARMSTRONG WOODWORKS GRILLE-FORTE 6334L_S14
11.41	FLAT SCREEN TV
11.52	POINT OF SALE
22.04	EYEWASH STATION. SEE PLUMBING DRAWINGS.
22.06	FLOOR SINK. SEE PLUMBING DRAWINGS.
22.10	MOP SINK. SEE PLUMBING DRAWINGS
22.31	FLOOR DRAIN. SEE PLUMBING DRAWINGS
26.53	ELECTRICAL PANEL, PAINTED TO MATCH WALL PAINT COLOR.

119 GARBAGE CANS	3.0 EA
650 DUAL ZONE WINE COOLER-SUMMIT SWBV3...	1.0 EA
651 DRAFT BEER COOLER-BEVERAGE AIR DD94...	1.0 EA
652 BACK BAR BEVERAGE DISPLAY	2.0 EA
610 HIGH-SPEED OVEN	1.0 EA
656 HAND SINK	1.0 EA
654 GLASS RACK	2.0 EA
655 GLASS WASHER	1.0 EA
653 MIXING STATION	1.0 EA

3 ENLARGED BAR

SCALE: 3/8" = 1'-0"

Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

RESTAURANT OPERATION PLAN

RESTAURANT SERIES 12 AND HOTEL/MOTEL SERIES 11 ONLY

DLLC USE ONLY

Job #:	386055
Date Accepted:	2-27-2026
LC:	Chayn
License #:	

1. Name of restaurant (Please print): Hampton Inn and Suites Buckeye Verrado

2. Must indicate the equipment below by Make, Model, and Capacity:

LIST ONLY THE FOLLOWING - NO ATTACHMENTS

Grill	none
Oven	Ventless High Speed Oven - XpressChef MRX2 17.2cuft
Freezer	Upright Reach-in freezer Everest ESF1 23cuft
Refrigerator	Upright Reach-in refrigerator - Everest ESR2 48 cuft, Dual Zone Wine Fridge - Summit SWC3066B Undercounter Beer Cooler - Summit SCR6 10BLCSS 5 cuft
Sink	3 compartment sink - Advance Tabco T9-3-54-L 91" overall length Hand sink at bar - Lacross CL12HS-ST Hand Sinks - Advance Tabco 7-PS-60 10"x14.5" sink bowl
Dish Washing Facilities	High Tempe Undercounter Dishwasher - CMA UC65e M3 20"x20" Glass Washer - CMA GL-C 25 1/8 x 25 1/4 x 39"
Food Preparation Counter (Dimensions)	Mixing Station - Lacrosse MS5-36CTCHSRBDL+10
Other	Direct Draw Beer Dispenser - Beverage-Air DD94HC-1-B

3. Attach a copy of your FULL menu with pricing **INCLUDING NON-ALCOHOLIC BEVERAGES**

4. What percentage of your public premises is used primarily for restaurant dining?

(Do not include kitchen, bar, hi-top tables, or game area.) 0 %

5. Does your restaurant have a bar area that is distinct and separate from the dining area? ☐ YES ☑ No

(If yes, what percentage of the public floor space does this area cover?) 0 %

6. List the **seating capacity** for:

a) Restaurant dining area of your premises: **(DO NOT INCLUDE PATIO SEATING)** **0**

b) Bar area **20**

TOTAL **20**

7. What type of dinnerware is primarily used in your restaurant? ☑ Reusable ☐ Disposable ☐ Both

8. Does your restaurant contain any **games**, **televisions**, or **any other entertainment**? ☑ Yes ☐ No
If yes, specify what types and how many (examples: 4-TV's, 2-Pool Tables, 1-Video Game, etc.)

4-TVs in Bar

9. Do you have live entertainment or dancing? ☐ Yes ☑ No
If yes, what type and how often (example: DJ-2 x a week, Karaoke-2 x a month, Live Band-1 x a month, etc.)

10. List number of employees for each position:

Position	How many
Cooks	0
Bartenders	one
Hostesses	0
Managers	0
Servers	0
Other ( )	
Other ( )	
Other ( )	

I, (Print Full Name) Jeffrey A Stockert **, hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.**

Applicant Signature: _____

'25 3 10 Liqr. Dept AM 8:15

The Roosevelt Bar Signature Drinks & Lite Bites Menu

The Best Old Fashioned - Angostura Bitters, demerara/simple syrup 2oz Bulliet Bourbon served with a large ice cube and garnished with a Luxardo maraschino candied cherry.

(Mid shelf +$2 Top Shelf +$4, double[.75oz] $5)

$11

Verrado Manhattan - A blend of rye whiskey or 2oz bourbon, sweet vermouth, Angostura bitters, stirred to perfection and garnished with a maraschino cherry.

(Mid shelf +$2 Top Shelf +$4, double[.75oz] $5)

$12

Reserved Paper Plane - Bourbon, Amaro Nonino, Aperol, and fresh lemon juice. Garnished with a twist of lemon, it's a refreshing choice for discerning palates.

(Mid shelf +$2 Top Shelf +$4, double[.75oz] $5)

$14

Ground Floor Margarita - Premium tequila, a splash of Triple Sec, and House Margarita mix. Served in a salt-rimmed glass and garnished with a lime wedge.

(Mid shelf +$2 Top Shelf +$4, double[.75oz] $5)

$11

Top Floor Margarita - Crafted with the finest premium tequila, a splash of Grand Marnier or Cointreau, and freshly made margarita mix, perfectly balanced with agave nectar and garnished with a lime wedge.

(Double[.75oz] $5)

$20

Victory Martini - Our Martini is expertly mixed with your choice of gin or vodka and a touch of dry vermouth, served chilled in a martini glass. Garnished with a lemon twist or a classic olive.

(Mid shelf +$2 Top Shelf +$4)

$14

Late Cosmo - Vibrant blend of vodka, Triple Sec, cranberry juice, and fresh lime juice. Garnished with a twist of lime.

(Mid shelf +$2 Top Shelf +$4)

$14

Engineers Negroni -Gin, Campari, and sweet vermouth, stirred together and garnished with a slice of orange peel. **$15**

Lobby Sidecar_- Cognac with the citrusy brightness of fresh lemon juice and a hint of sweetness from triple sec. Garnished with a twist of lemon.

VIP Sidecar with (2oz) Hennesey and (.75oz) Cointreau +$7.00

$13

House Mule - Vodka, fresh lime juice, and fever tree ginger beer, served in highball glass. Garnished with a lime wedge.

Mid shelf +$2 Top Shelf +$4, double[.75oz] $5)

$12

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Draft Beers $6

Canned Beer $7

Canned Ciders $

Seltzers - $8

Wine $12

Non-Alcoholic Selections

Mocktails $5-$10

Soda $5

Juice $6

Red Bull - $6

Wine Selections

Chardonnay
Sauvignon Blanc
Prosecco
Pinot Grigio
Pinot Noir
Cabernet Sauvignon

Lite Bites Menu

Chips and Salsa $6

Chips & Guac $8

Chips & Queso $8

Chips & Spinach Dip $8

Pita Bread & Hummus $6

Pita Bread & Hummus $6

Mozzarella sticks (6) $8

French Fries $6

Truffle Fries $9

Small Pizza $7

Taquitos (5) $7

Fried Ravioli $7

Buffalo Cauliflower $9

Pretzels & Cheese $6

Vegetable Spring Rolls (5) $8

Wings (6) $10

Chicken Tenders (3) $8

Soup of the Day $8

Beef Sliders (2) $10

Chicken Yakitori Skewers $12

Chicken Tenders & Fries $12

Wings & Fries $14

Sample Platter $16

Cheesecake $7

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Arizona Department of Liquor Licenses and Control
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DLLC USE ONLY
Job #: 386055
Date Accepted: 2-27-2026
LC: Cleaya
License #:

RECORDS REQUIRED FOR AUDIT
RESTAURANT/HOTEL/MOTEL

In the event of an audit, you will be asked to provide to the Department any documents necessary to determine Compliance with A.R.S. §4-205.02(G). Such documents requested may include however, are not limited to:

1. Name of restaurant (Please print): Hampton Inn & Suites Buckeye Verrado
2. All invoices and receipts for the purchase of food and spirituous liquor for the licensed premises.
3. A list of ***all*** food and liquor vendors US Foods, Sysco, Southern Glazers, RNDC, Breakthru Bev, Hensley, Crescent Crown
4. The restaurant menu used during the audit period
5. A price list for alcoholic beverages during the audit period
6. Mark-up figures on food and alcoholic products during the audit period
7. A recent, ***accurate*** inventory of food and liquor (taken within two weeks of the Audit Interview Appointment)
8. Monthly Inventory Figures - beginning and ending figures for food and liquor
9. Chart of accounts (copy)
10. Financial Statements-Income Statements-Balance Sheets
11. **General Ledger**

    A. Sales Journals/Monthly Sales Schedules

    1) Daily sales Reports (to include the name of each waitress/waiter, bartender, etc. with sales for that day)

    2) Daily Cash Register Tapes - Journal Tapes and Z-tapes

    3) Dated Guest Checks

    4) Coupons/Specials/Discounts

    5) Any other evidence to support income from food and liquor sales

    B. Cash Receipts/Disbursement Journals

    1) Daily Bank Deposit Slips

    2) Bank Statements and canceled checks

12. **Tax Records**

    A. Transaction Privilege Sales, Use and Severance Tax Return (copies)

    B. Income Tax Return - city, state and federal (copies)

    C. Any supporting books, records, schedules or documents used in preparation of tax returns

13. **Payroll Records**

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A. Copies of all reports required by the State and Federal Government

B. Employee Log (A.R.S. §4-119)

C. Employee time cards (actual document used to sign in and out each workday)

D. Payroll records for all employees showing hours worked each week and hourly wages

14. **Off-site Catering Records** (must be complete and separate from restaurant records)

A. All documents that support the income derived from the sale of food off the license premises.

B. All documents which support purchases made for food to be sold off the licensed premises.

C. All coupons/specials/discounts

The sophistication of record keeping varies from establishment to establishment. Regardless of each licensee's accounting methods, the amount of gross revenue derived from the sale of food and liquor must be substantially documented.

REVOCATION OF YOUR LIQUOR LICENSE MAY OCCUR IF YOU FAIL TO COMPLY WITH A.R.S. §4-210(A)7 AND A.R.S. §4-205.02(G).

A.R.S. §4-210(A) 7
The licensee fails to keep for two years and make available to the department upon reasonable request all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of spirituous liquors and, in the case of a restaurant or hotel-motel licensee, all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of food.

A.R.S. §4-205.02(M)
For the purpose of this section:

Restaurant: an establishment that derives **at least forty percent (40%)** of its gross revenue from the sale of food

Gross revenue: the revenue derived from all sales of food and spirituous liquor on the licensed premises regardless of whether the sales of spirituous liquor are made under a restaurant license issued pursuant to this section or under any other license that has been issued for the premises pursuant to this article.

Declaration:

I, (Print Name) David Watkins, declare under penalty of perjury that I am authorized to submit this application. I have read the contents and to the best of my knowledge believe all statements made on this application to be true, correct, and complete.

Signature: _____

MAKE A COPY OF THIS DOCUMENT AND KEEP IT WITH RECORDS REQUIRED BY THE STATE

Arizona Department of Liquor Licenses and Control
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Personal Information Questionnaire

DLLC USE ONLY
Job #: 386055
Date Accepted: 2-27-2026
LC: Chaya
License # A0007504 98-12-5-27

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

THE COMPLETED QUESTIONNAIRE NEEDS TO BE SUBMITTED TO THE DEPARTMENT ALONG WITH A $22. FEE, AND FD-258 FINGERPRINT CARD, THAT HAS BEEN SEALED IN AN ENVELOPE, AND SIGNED OR INITIALED BY THE FINGERPRINT TECHNICIAN, MUST INCLUDE THE FINGERPRINT VERIFICATION FORM. MUST BE COMPLETED BY A RECOGNIZED FINGERPRINT SERVICE OR LAW ENFORCEMENT AGENCY.

Agent: a person who is designated by an applicant or licensee to receive communications from the department and to file and sign documents submitted to the department on behalf of the applicant or licensee. An agent is not a manager.

A.R.S. §4-202(A).

Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☑ AGENT ☐ CONTROLLING PERSON ☐ MANAGER

1. Name: Watkins, David Allen
   Last First Middle
2. Social Security #: [redacted] (NOT a public record) Birth Date: [redacted] (NOT a public record)
3. Driver's License #: [redacted] (NOT a public record) State Issued: Arizona
5. Are you a resident of Arizona? ☑ Yes ☐ No Date of residency: 01 / 15 / 2002
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: _____

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: _____
2. Business Name (doing business as): Hampton Inn & Suites Buckeye Verrado
3. Business Address: 21245 W Roosevelt St Buckeye, AZ 85326

SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

26 3 31 Liq. Dept PM 4:49

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☐Agent ☐Controlling Person ☑Manager

Name of persons who will be handling the day to day operations: Nicole Lemos

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☐ No ☑
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☑
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☑
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☑
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☑

SIGNATURE

I, (Print Full Name) David Watkins hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: _____ **Date:** 02/11/2026

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DLLC USE ONLY
Job #: 386055
Date Accepted: 2-27-2026
LC: Clay
License #:

ALIEN STATUS

Title IV of the federal Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (the "Act"), 8 U.S.C. § 1621, provides that, with certain exceptions, only United States citizens, United States non-citizen nationals, non-exempt "qualified aliens" (and sometimes only particular categories of qualified aliens), nonimmigrant, and certain aliens paroled into the United States are eligible to receive state, or local public benefits. With certain exceptions, a professional license and commercial license issued by a State agency is a State public benefit.

Arizona Revised Statutes § 41-1080 requires, in general, that a person applying for a license must submit documentation to the license agency that satisfactorily demonstrates the applicant's presence in the United States is authorized under federal law.

Directions: All applicants must complete Sections I, II, and IV. Applicants who are not U.S. citizens or nationals must also complete Section III.

Submit this completed form and a copy of one or more document(s) from the attached "Evidence of U.S. Citizenship, U.S. National Status, or Alien Status" with your application for license or renewal. If the document you submit does not contain a photograph, you must also provide a government issued document that contains your photograph. You must submit supporting legal documentation (i.e. marriage certificate) if the name on your evidence is not the same as your current legal name.

SECTION I – APPLICANT INFORMATION

APPLICANT NAME (Print or type) David Watkins

SECTION II – CITIZENSHIP OR NATIONAL STATUS

Are you a citizen or national of the United States? ☑ Yes ☐ No - If **yes**, indicate place of birth:

City Joliet State Illinois **COUNTRY** United States

If you answered **Yes, 1)** Attach a legible copy of a document from the list below.

2) Name of document: Drivers License

If you answered **No**, you must complete Sections III.

EVIDENCE OF U.S. CITIZENSHIP, U.S. NATIONAL STATUS, OR ALIEN STATUS

You must submit supporting legal documentation (i.e. marriage certificate) if the name on your evidence is not the same as your current legal name.

Evidence showing authorized presence in the United State includes the following:

1. An Arizona driver license issued after 1996 or an Arizona non-operating identificationcard.

2. A driver license issued by a state that verifies lawful presence in the UnitedStates.

3. A birth certificate or delayed birth certificate showing birth in one of the 50 states, the District of Columbia, Puerto Rico (on or after Jan. 13, 1941), Guam, the U.S. Virgin Islands (on or after January 17, 1917), American Samoa, or the Northern Mariana Islands (on or after November 4, 1986, Northern Mariana Islands local time)

4. A United States certificate of birth abroad.

5. A United States passport. ***Passport must be signed***

6. A foreign passport with a United States visa.

7. An I-94 form with a photograph.

8. A United States citizenship and immigration services employment authorization document or refugee travel document.

9. A United States certificate of naturalization.

10. A United States certificate of citizenship.

11. A tribal certificate of Indian blood.

12. A tribal or bureau of Indian affairs affidavit of birth.

13. Any other license that is issued by the federal government, any other state government, an agency of this state or a political subdivision of this state that requires proof of citizenship or lawful alien status before issuing the license.

SECTION III – QUALIFIED ALIEN

Applicants who are not citizens or nationals of the United States. Please indicate alien status by checking the appropriate box. Attach a legible copy of a document from the attached list or other document as evidence of your status.

_____

Name of document provided

Qualified Alien Status (8 U.S.C.§§ 1621(a)(1),-1641(b) and (c))

☐ 1.An alien lawfully admitted for permanent residence under the Immigration and Nationality Act (INA)

☐ 2.An alien who is granted asylum under Section 208 of the INA.

☐ 3.A refugee admitted to the United States under Section 207 of the INA.

☐ 4 An alien paroled into the United States for at least one year under Section 212(d)(5) of the INA.

☐ 5.An alien whose deportation is being withheld under Section 243(h) of the INA.

☐ 6.An alien granted conditional entry under Section 203(a)(7) of the INA as in effect prior to April 1, 1980.

☐ 7.An alien who is a Cuban/Haitian entrant.

☐ 8.An alien who has, or whose child or child's parent is a "battered alien" or an alien subject to extreme cruelty in the United States

Nonimmigrant Status (8 U.S.C. § 1621(a)(2))

9. A nonimmigrant under the Immigration and Nationality Act [8 U.S.C § 1101 et seq.] Non-immigrants are persons who have temporary status for a specific purpose. See 8 U.S.C § 1101(a)(15).

Alien Paroled into the United States for Less Than One Year (8 U.S.C. § 1621(a)(3))

10. An alien paroled into the United States for less than one year under Section 212(d)(5) of the INA

Other Persons (8 U.S.C § 1621(c)(2)(A) and (C)

11. A nonimmigrant whose visa for entry is related to employment in the United States, or

12. A citizen of a freely associated state, if section 141 of the applicable compact of free association approved in Public Law 99-239 or 99-658 (or a successor provision) is in effect [Freely Associated States include the Republic of the Marshall Islands, Republic of Palau and the Federate States of Micronesia. 48 U.S.C. § 1901 *etseq.*];

13. A foreign national not physically present in the United States.

14. ***Otherwise Lawfully Present***

15. A person not described in categories 1-13 who is otherwise lawfully present in the United States.

PLEASE NOTE: The federal Personal Responsibility and Work Opportunity Reconciliation Act may make persons who fall into this category ineligible for licensure. See 8 U.S.C. §

David Watkins		02/11/2025
Print Name	**Signature**	**Date**

Certificate # AZB-ON-01251790

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☒ On-sale
☐ Off-sale
☐ On- and off-sale

Certificate of Completion
For
Title 4 **BASIC** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

The State requires BASIC Title 4 training only as a prerequisite for MANAGEMENT Title 4 training or as a result of a liquor law violation. Persons required to have BASIC Title 4 training are listed at the base of this Certificate. Licensees sometimes require BASIC Title 4 Training a condition of employment.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

David Watkins
Full Name (please print)

Signature

12/30/2025
Training Completion Date

12/29/2028
Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.
Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730
Mailing Address

(877) 881-2235
Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete
Instructor Name (please print)
Title 4 BASIC Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

12/30/2025
Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

In-state Microbrewery (series 3)	Government (series 5)	Bar (series 6)	Beer & Wine Bar (series 7)
Conveyance (series 8)	Liquor Store (series 9)	Private Club (series 14)	Hotel/Motel w/restaurant (series 11)
Restaurant (series 12)	In-state Farm Winery (series 13)		Beer & Wine Store (series 10)

Liquor license applications (initial and renewal) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

The questionnaire (which designates a manager to a location) and the agent change form (which assigns a new agent to active liquor licenses) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

July 11, 2013

Certificate # AZM-ON01208960

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Certificate of Completion
For
Title 4 **MANAGEMENT** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

Basic Title 4 training is a prerequisite for MANAGEMENT Title 4 training. A valid Certificate of Completion for BASIC Title 4 training must be on file at the Department of Liquor and satisfactory completion of a State-approved BASIC Title 4 course must be verified by the training provider prior to issuing a Certificate of Completion for MANAGEMENT Title 4 training.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

David Watkins
Full Name (please print)

Signature

12/03/2025
Training Completion Date

12/02/2028
Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.
Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730
Mailing Address

(877) 881-2235
Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete
Instructor Name (please print)
Title 4 MANAGEMENT Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

12/03/2025
Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

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July 11, 2013

Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

26 3 31 PM 4:49 DEPT

DLLC USE ONLY
Job #: 386055
Date Accepted: 2-27-2026
LC: Chaya
License #

FP current 5-16-27

Personal Information Questionnaire

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

THE COMPLETED QUESTIONNAIRE NEEDS TO BE SUBMITTED TO THE DEPARTMENT ALONG WITH A $22. FEE, AND FD-258 FINGERPRINT CARD, THAT HAS BEEN SEALED IN AN ENVELOPE, AND SIGNED OR INITIALED BY THE FINGERPRINT TECHNICIAN, MUST INCLUDE THE FINGERPRINT VERIFICATION FORM. MUST BE COMPLETED BY A RECOGNIZED FINGERPRINT SERVICE OR LAW ENFORCEMENT AGENCY.

Agent: a person who is designated by an applicant or licensee to receive communications from the department and to file and sign documents submitted to the department on behalf of the applicant or licensee. An agent is not a manager.

A.R.S. §4-202(A).

Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☐ AGENT ☑ CONTROLLING PERSON ☐ MANAGER

1. Name: Hoffman, Mitchell Thomas
   Last First Middle
2. Social Security #: [redacted] Birth Date: [redacted]
   (NOT a public record) (NOT a public record)
3. Driver's License #: [redacted] State Issued: SD
   (NOT a public record)
5. Are you a resident of Arizona? ☐ Yes ☑ No Date of residency: ____/____/____
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: [redacted]

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: _____
2. Business Name (doing business as): Hampton Inn & Suites Buckeye Verrado
3. Business Address: 21245 W Roosevelt St Buckeye, AZ 85326

SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

'26 3 31 Liq. Dept PM 4:49

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☐ Agent ☑ Controlling Person ☑ Manager

Name of persons who will be handling the day to day operations: Nicole Lemos

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☑ No ☐
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☑
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☑
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☑
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☑

SIGNATURE

I, (Print Full Name) Mitchell T. Hoffman hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: _____ **Date:** 02/11/2026

'26 3 31 Liqr. Dept PM 4:49

Personal Information Questionnaire
Section 4 – Background
Number 1

STATEMENT OF OTHER LIQUOR LICENSES HELD IN ARIZONA

COMPANY	EXPIRATION	LIQUOR LICENSE NUMBER
LodgePros Verrado, LLC	expires 03/2027	Liquor License # **011070021463**
Prasada Hospitality, LLC	expires 03/2027	Liquor License # **011070034093**

Mitchell T. Hoffman

Mitchell T. Hoffman

Arizona Department of Liquor Licenses and Control
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(602) 542-5141

26 3 31 PM 4:49

Personal Information Questionnaire

DLLC USE ONLY	
Job #:	386055
Date Accepted:	2-27-2026
LC:	Chaya
License #	

FP Current 5-16-27

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Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☐ AGENT ☑ CONTROLLING PERSON ☐ MANAGER

1. Name: Stockert, Jeffrey Allan
   Last First Middle
2. Social Security #: [redacted] (NOT a public record) Birth Date: [redacted] (NOT a public record)
3. Driver's License #: [redacted] (NOT a public record) State Issued: SD
5. Are you a resident of Arizona? ☐ Yes ☑ No Date of residency: ____/____/____
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: [redacted]

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: _____
2. Business Name (doing business as): Hampton Inn & Suites Buckeye Verrado
3. Business Address: 21245 W Roosevelt St Buckeye, AZ 85326

SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☐ Agent ☐ Controlling Person ☑ Manager

Name of persons who will be handling the day to day operations: Nicole Lemos

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☑ No ☐
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☑
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☑
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☑
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☑

SIGNATURE

I, (Print Full Name) Jeffrey A Stockert hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: _____ **Date:** 02/11/2026

'26 3 31 Liqr. Dept PM 4:49

Personal Information Questionnaire

Section 4 – Background
Number 1

STATEMENT OF OTHER LIQUOR LICENSES HELD IN ARIZONA

COMPANY	EXPIRATION	LIQUOR LICENSE NUMBER
LodgePros Verrado, LLC	expires 03/2027	Liquor License # **011070021463**
LodgePros Buckeye Too, LLC	expires 12/2026	Liquor License # **010070011660**
LodgePros Buckeye, LLC	expires 12/2026	Liquor License # **010070009126**
Prasada Hospitality, LLC	expires 03/2027	Liquor License # **011070034093**

Jeffrey A Stockert

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Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

DLLC USE ONLY
Job #: 386055
Date Accepted: 2-27-2026
LC: Chaya
License #

Personal Information Questionnaire

FP current 5-6-27

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

THE COMPLETED QUESTIONNAIRE NEEDS TO BE SUBMITTED TO THE DEPARTMENT ALONG WITH A $22. FEE, AND FD-258 FINGERPRINT CARD, THAT HAS BEEN SEALED IN AN ENVELOPE, AND SIGNED OR INITIALED BY THE FINGERPRINT TECHNICIAN, MUST INCLUDE THE FINGERPRINT VERIFICATION FORM. MUST BE COMPLETED BY A RECOGNIZED FINGERPRINT SERVICE OR LAW ENFORCEMENT AGENCY.

Agent: a person who is designated by an applicant or licensee to receive communications from the department and to file and sign documents submitted to the department on behalf of the applicant or licensee. An agent is not a manager.

A.R.S. §4-202(A).

Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☐ AGENT ☑ CONTROLLING PERSON ☐ MANAGER

1. Name: Jewett, IV (Last) Harvey (First) Chase (Middle)
2. Social Security #: [redacted] (NOT a public record) Birth Date: [redacted] (NOT a public record)
3. Driver's License #: [redacted] (NOT a public record) State Issued: SD
5. Are you a resident of Arizona? ☐ Yes ☑ No Date of residency: ____/____/____
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: [redacted]

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: _____
2. Business Name (doing business as): Hampton Inn & Suites Buckeye Verrado
3. Business Address: 21245 W Roosevelt St Buckeye, AZ 85326

'26 3 31 Liqr. Dept PM 4:49

SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☐Agent ☐Controlling Person ☑Manager

Name of persons who will be handling the day to day operations: Nicole Lemos

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☑ No ☐
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☑
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☑
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☑
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☑

SIGNATURE

I, (Print Full Name) Harvey C. Jewett, IV hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: Harvey C Jewett IV **Date:** 2-12-26

'25 3 31 Liqr. Dept PM 4:50

Personal Information Questionnaire

Section 4 – Background
Number 1

STATEMENT OF OTHER LIQUOR LICENSES HELD IN ARIZONA

COMPANY	EXPIRATION	LIQUOR LICENSE NUMBER
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LodgePros Buckeye, LLC	expires 12/2026	Liquor License # **010070009126**
Prasada Hospitality, LLC	expires 03/2027	Liquor License # **011070034093**

Harvey C. Jewett, IV

Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

26 3 31 Liq. Dept PM 4:49

Personal Information Questionnaire

DLLC USE ONLY

Job #:	386055
Date Accepted:	2-27-2026
LC:	Chaya
License #	A0008555555-3-23-28

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

THE COMPLETED QUESTIONNAIRE NEEDS TO BE SUBMITTED TO THE DEPARTMENT ALONG WITH A $22. FEE, AND FD-258 FINGERPRINT CARD, THAT HAS BEEN SEALED IN AN ENVELOPE, AND SIGNED OR INITIALED BY THE FINGERPRINT TECHNICIAN, MUST INCLUDE THE FINGERPRINT VERIFICATION FORM. MUST BE COMPLETED BY A RECOGNIZED FINGERPRINT SERVICE OR LAW ENFORCEMENT AGENCY.

Agent: a person who is designated by an applicant or licensee to receive communications from the department and to file and sign documents submitted to the department on behalf of the applicant or licensee. An agent is not a manager.

A.R.S. §4-202(A).

Controlling Person: person directly or indirectly possessing control of an applicant or licensee.

A.R.S. §4-101(10).

Manager: An individual (not an entity) approved by the Department of Liquor who has the authority to organize, direct, carry out, control or to otherwise operate the day-to-day operations of a liquor-licensed business.

A.R.S. §4-101(22) and A.R.S. §4-202(C)

SECTION - 1 INDIVIDUAL INFORMATION

☐ AGENT ☐ CONTROLLING PERSON ☑ MANAGER

1. Name: Lemos (Last) Nicole (First) Julieanne (Middle)
2. Social Security # [redacted] (NOT a public record) Birth Date: [redacted] (NOT a public record)
3. Driver's License #: [redacted] (NOT a public record) State Issued: _____
5. Are you a resident of Arizona? ☑ Yes ☐ No Date of residency: 11 / 13 / 2023
6. Email address: [redacted]
7. Home Address: [redacted]
8. Daytime phone #: [redacted] Alternative phone #: [redacted]

SECTION 2 – LICENSED BUSINESS INFORMATION

1. License Number: _____
2. Business Name (doing business as): Hampton Inn & Suites Buckeye Verrado
3. Business Address: 21245 W. Roosevelt St Buckeye Az 85326

SECTION 3 – DAY TO DAY OPERATION OF BUSINESS

'26 3 31 Liq. Dept PM 4:49

Must attach copies of Basic and Management Title 4 training certificates for person managing the day to day operation of the licensed business.

Who is managing the day to day operations? ☐ Agent ☐ Controlling Person ☑ Manager

Name of persons who will be handling the day to day operations: Nicole Lemos

SECTION 4 – BACKGROUND

If you answer "YES" to any Question 1 through 5 YOU MUST attach a signed statement. Give complete details including dates, agencies involved and dispositions. CHANGES TO QUESTIONS 1-5 MAY NOT BE ACCEPTED

1. Have you owned, or been a controlling person of any entities that held a liquor license in Arizona, or any jurisdiction, in the past 5 years? Yes ☐ No ☑
2. Have you been cited, arrested, indicted, convicted, or required to appear in court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past 5 years? Yes ☐ No ☑
3. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last 5 years? *A.R.S.§4-202(D* Yes ☐ No ☑
4. Have you had ANY administrative law citations, compliance actions, or consents, in any jurisdiction in the past 5 years? (Do not include civil traffic tickets) Yes ☐ No ☑
   A.R.S.§4-202,4-210
   **Administrative Law Violations are any civil penalties, fines, suspension, or revocations of your liquor license.*
5. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☑

SIGNATURE

I, (Print Full Name) Nicole Lemos hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: Nicole Lemos **Date:** 03/20/2026

Certificate # AZB-ON-01253543

'26 3 31 Liq. Dept PM 4:49

☒ On-sale
☐ Off-sale
☐ On- and off-sale

Certificate of Completion
For
Title 4 **BASIC** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

The State requires BASIC Title 4 training only as a prerequisite for MANAGEMENT Title 4 training or as a result of a liquor law violation. Persons required to have BASIC Title 4 training are listed at the base of this Certificate. Licensees sometimes require BASIC Title 4 Training a condition of employment.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

Nicole Lemos
Full Name (please print)

Nicole Lemos
Signature

02/20/2026
Training Completion Date

02/19/2029
Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.
Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730
Mailing Address

(877) 881-2235
Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete
Instructor Name (please print)
Title 4 BASIC Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

02/20/2026
Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

In-state Microbrewery (series 3)	Government (series 5)	Bar (series 6)	Beer & Wine Bar (series 7)
Conveyance (series 8)	Liquor Store (series 9)	Private Club (series 14)	Hotel/Motel w/restaurant (series 11)
Restaurant (series 12)	In-state Farm Winery (series 13)		Beer & Wine Store (series 10)

Liquor license applications (initial and renewal) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

The questionnaire (which designates a manager to a location) and the agent change form (which assigns a new agent to active liquor licenses) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

July 11, 2013

Certificate # AZM-ON01209317

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Certificate of Completion
For
Title 4 **MANAGEMENT** Liquor Law Training

A Certificate of Completion must be on a form provided by the Arizona Department of Liquor. Certificates are completed by a state-approved training provider and, when issued, the Certificate is signed by the course participant.

Basic Title 4 training is a prerequisite for MANAGEMENT Title 4 training. A valid Certificate of Completion for BASIC Title 4 training must be on file at the Department of Liquor and satisfactory completion of a State-approved BASIC Title 4 course must be verified by the training provider prior to issuing a Certificate of Completion for MANAGEMENT Title 4 training.

A replacement Certificate of Completion for Title 4 training must be available through the training provider for two years after the training completion date.

Student Information

Nicole Lemos
Full Name (please print)

Nicole Lemos
Signature

02/19/2026
Training Completion Date

02/18/2029
Certificate Expiration Date
(three years from completion date)

Training Provider Information

360training.com Inc.
Company Name

6504 Bridge Point Parkway, Suite 100, Austin, TX 78730
Mailing Address

(877) 881-2235
Daytime Contact Phone Number

I, Samantha Montalbano, certify that the above named individual did successfully complete
Instructor Name (please print)
Title 4 MANAGEMENT Training in accordance with A.R.S. §4-112(G)(2) and Arizona Administrative Code (A.A.C.)R19-1-103 using training course content and materials approved by the Arizona Department of Liquor Licenses and Control. I understand that misuse of this Certificate of Completion can result in the revocation of State-approval for the Title 4 Training Provider named in this section as provided by A.A.C. R19-1-103(E) and (F).

Instructor Signature

02/19/2026
Day Mo Year

Persons required to complete BASIC & MANAGEMENT Title 4 training: 1) owner(s) actively involved in the daily business operations of a liquor-licensed business of a series listed below
2) licensees, agents and managers actively involved in the daily business operations of a liquor-licensed business of a series listed below

In-state Microbrewery (series 3)	Government (series 5)	Bar (series 6)	Beer & Wine Bar (series 7)
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Restaurant (series 12)	In-state Farm Winery (series 13)		Beer & Wine Store (series 10)

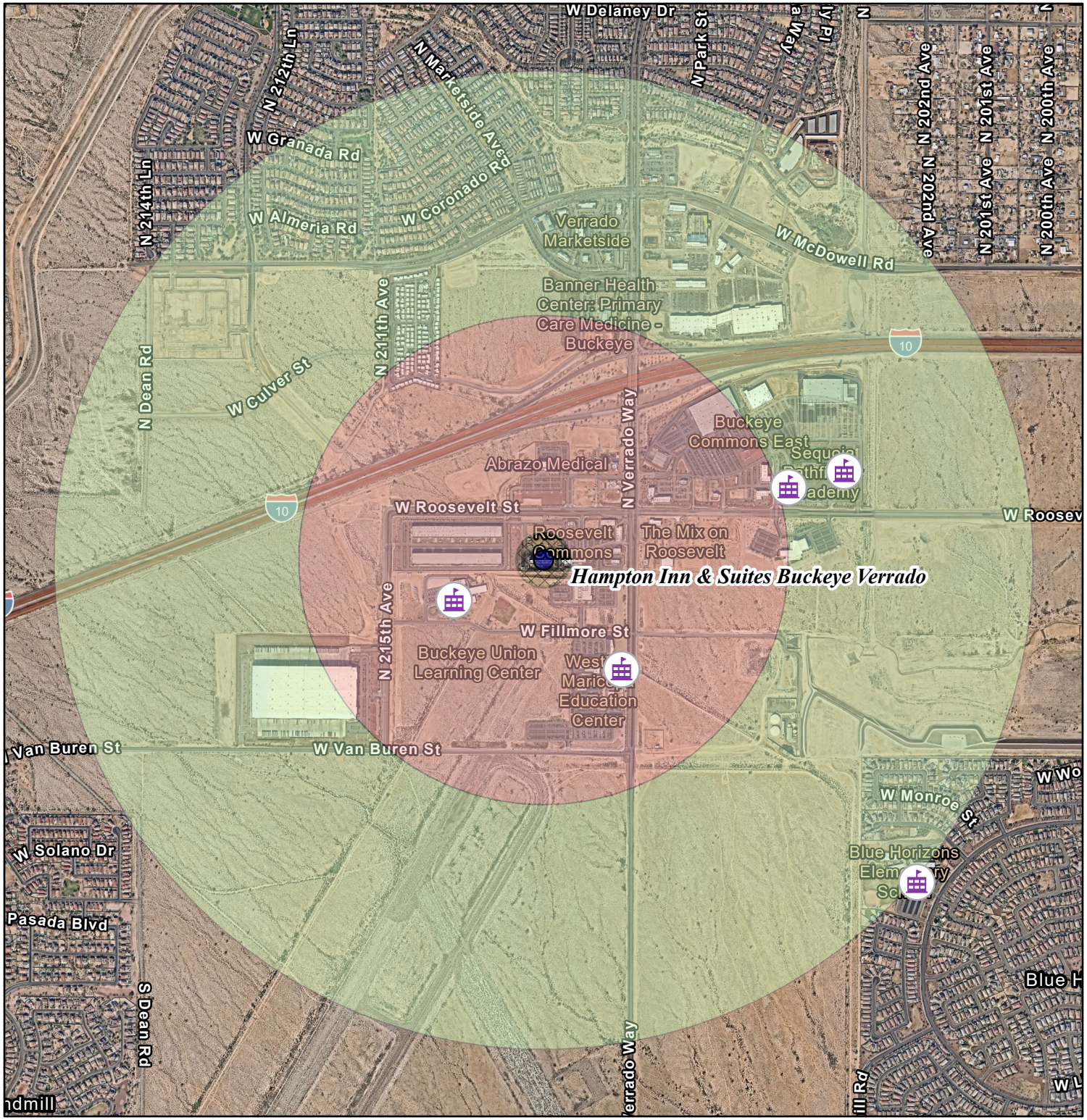
Liquor license applications (initial and renewal) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

The questionnaire (which designates a manager to a location) and the agent change form (which assigns a new agent to active liquor licenses) are not complete until valid Certificates of Completion for all required persons have been submitted to the Department of Liquor.

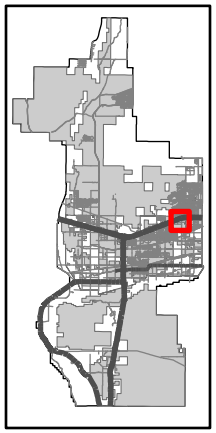
July 11, 2013

City of Buckeye Business Licensing

Series: 012 Restaurant
Name: Hampton Inn & Suites Buckeye Verrado
Address: 21245 W. Roosevelt Street,
Buckeye Az 85326
AZ License App #386055



- Schools
- Fire Stations
- Police Stations
- HamptonInnandSuitesBuckeyeVerrado
- 300 ft. Radius
- 1/2 Mile
- 1 Mile



0 0.1 0.2 0.4 Miles

BUCKEYE
ARIZONA

The data depicted hereon are for reference purposes only. The City of Buckeye does not warrant the accuracy or integrity of the information for any particular use.

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.C. CC - Approval of Minutes
DATE PREPARED: 05/04/26	**DISTRICT NO.:** ALL
STAFF LIAISON: Summer Stewart, Deputy City Clerk, sstewart@buckeyeaz.gov, (623) 349-6914	
DEPARTMENT: City Clerk	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on the June 3, 2025 Regular and Special Council Meeting Minutes, March 3, 2026 Regular Council Meeting Minutes, and April 7, 2026 Regular Council Meeting Minutes.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Not Applicable

SUMMARY

PROJECT DESCRIPTION:
Council to take action on the June 3, 2025 Regular and Special Council Meeting Minutes, March 3, 2026 Regular Council Meeting Minutes, and April 7, 2026 Regular Council Meeting Minutes.

Minutes of all Council meetings are drafted in accordance with Arizona's Open Meeting Law, are reviewed and approved by Council at a future meeting and then filed with the City's permanent records. All approved meeting minutes are posted on the City's website and maintained in the Office of the City Clerk.

FINANCIAL IMPACT STATEMENT:
No Financial Impact

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
06.03.2025 Regular and Special Council Meeting Minutes.pdf
03.03.2026 Regular Council Meeting Minutes.pdf
04.07.2026 Regular Council Meeting Minutes.pdf

CITY OF BUCKEYE
REGULAR AND SPECIAL COUNCIL MEETING
JUNE 3, 2025
MINUTES

City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326
6:00 p.m.

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

1. Call to Order/Invocation/Pledge of Allegiance/Roll Call
Mayor Orsborn called the meeting to order at 6:00 p.m.; Sophia Martinez of Screws and Sparkles led the invocation; Councilmember Beard led the Pledge of Allegiance.

Members Present: Councilmember Berry, Councilmember Goodman, Councilmember HagEstad (via Microsoft Teams), Councilmember Beard, Vice Mayor Heustis, and Mayor Orsborn.

Members Absent: Councilmember Youngker.

Departments Present: Interim City Manager Dave Roderique, Deputy City Manager Javier Setovich, Deputy City Manager Doug Sandstrom, City Attorney Scott McCoy, Deputy City Clerk Summer Stewart, Chief Financial Officer William Kauppi, Water Resources Director Terry Lowe, Chief Human Resources Officer Cindy Camarata, Deputy Director Community Services Robert Wisener, Police Chief Robert Sanders, Director of Communications and Intergovernmental Affairs Annie DeChance, Information Technology Director Greg Platacz, Deputy Director of Planning Adam Copeland, Economic Development Director Suzie Boyles, Project Management Office Director James Shano, Fire Chief Jake Rhoades, Aviation Director Scott Gray, and Public Works Director Amy Murray

2. Comments from the Public

Amber Gjefle presented statements regarding pride month and requested that the City fly the pride flag.

3. Awards/Presentations/Proclamations – None.

4. CONSENT AGENDA ITEMS / NEW BUSINESS

Approval of items on the Consent Agenda - All items with an (*) are considered to be routine matters and will be enacted by one motion and vote of the City Council. *Staff has requested Consent Agenda Item 4A to be removed from the Consent Agenda as there are issues with the proposed agreement that need to be worked out with the buyer. Consent Agenda Item 4A*

is removed from the Consent Agenda and will not be acted on tonight. **A motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to approve Items *4.B and *4.C. Motion passed unanimously.**

***4.A Council to take action on the Second Amendment to Bid Submission and Real Property Purchase Agreement between the City of Buckeye, an Arizona municipal corporation, and Mattamy Arizona LLC, a Delaware limited liability company, and authorize the City Manager to execute said Agreement on behalf of the City of Buckeye.**
Staff Liaison: Terry Lowe, Water Resources Director

Staff has requested Consent Agenda Item 4A to be removed from the Consent Agenda as there are issues with the proposed agreement that need to be worked out with the buyer. Consent Agenda Item 4A is removed from the Consent Agenda and was not acted on.

***4.B Council to take action on the Cooperative Contract Purchase Addendum (CCPA Contract No. 325000011) between the City of Buckeye, an Arizona municipal corporation, and Ferguson Enterprises, LLC, a Virginia limited liability company; and authorize the City Manager to execute said CCPA on behalf of the City of Buckeye.**
Staff Liaison: Terry Lowe, Water Resources Director

Council approved the Cooperative Contract Purchase Addendum (CCPA Contract No. 325000011) between the City of Buckeye, an Arizona municipal corporation, and Ferguson Enterprises, LLC, a Virginia limited liability company; and authorize the City Manager to execute said CCPA on behalf of the City of Buckeye.

***4.C Council to take action to authorize the City Manager or their designee to execute and deliver contract changes to the contracts identified in the attached list as may be required for anticipated expenditures under those agreements.**
Staff Liaison: William Kauppi, Chief Financial Officer

Council authorized the City Manager or their designee to execute and deliver contract changes to the contracts identified in the attached list as may be required for anticipated expenditures under those agreements.

5. Special Council Meeting

5.A Council to convene into a Special Council Meeting (as required by A.R.S. Title 42, Sections 17101 through 17108).

At 6:07 p.m. a motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to convene into a Special Council Meeting (as required by A.R.S. Title 42, Sections 17101 through 17108).

5.B Council to hold a public hearing and take action (roll call vote) on the Truth-in-Taxation (TNT) Primary Property Tax Levy for Fiscal Year 2025-2026 equal to $16,678,998.
Staff Liaison: William Kauppi, Chief Financial Officer

Mr. Kauppi presented information regarding the Fiscal Year 2025-2026 Primary Property Tax Levy of $16,678,998. The primary property tax levy is not restricted and may be used for any/all services to the Community. It is the City's intention that the City's primary property taxes for a $100,000 valued home not exceed $180. The Fiscal Year 2025-2026 estimate is $160 per year. At 6:13 p.m.

Mayor Orsborn opened a public hearing to hear citizen input regarding the Truth-in-Taxation Primary Property Tax Levy. There being no public comment, Mayor Orsborn closed the public hearing at 6:13 p.m. A motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to approve the Truth-in-Taxation (TNT) Primary Property Tax Levy for Fiscal Year 2025-2026 equal to $16,678,998. A roll call vote reflected Councilmember Berry, Councilmember Goodman, Councilmember HagEstad, Councilmember Beard, Vice Mayor Heustis, and Mayor Orsborn voted aye; Councilmember Youngker was absent. Motion carried.

5.C Council to hold a public hearing and take action on Resolution No. 11-25 adopting a budget; setting forth the receipts and expenditures and the amounts proposed to be raised by direct property taxation for the various purposes for the Fiscal Year 2025-2026.
Staff Liaison: Greg Luethje, Budget Manager

Mr. Luethje presented information regarding Resolution No. 11-25 adopting a budget. On May 20, 2025, Council approved Resolution No. 10-25 adopting the tentative budget in the amount of $819,669,500. Notice was published as required by law. Arizona Revised Statutes provide that the total amounts proposed to be spent in the final budget shall not exceed the total amounts that were proposed for expenditure in the adopted, published tentative estimates. Revenues and expenditures for all funds were summarized. Mayor Orsborn opened a public hearing at 6:20 p.m. to hear citizen input regarding Resolution No. 11-25. There being no public comment, Mayor Orsborn closed the public hearing at 6:20 p.m. A motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to adopt Resolution No. 11-25 adopting a budget; setting forth the receipts and expenditures and the amounts proposed to be raised by direct property taxation for the various purposes for the Fiscal Year 2025-2026. Motion passed unanimously.

5.D Council to hold a public hearing and take action on Resolution No. 17-25 adopting the Final Budget for the attached Street Lighting Improvement Districts (SLIDs) for Fiscal Year 2025-2026 beginning July 1, 2025 and ending June 30, 2026, by the Governing Body of the SLIDs.
Staff Liaison: Larry Price, Special Districts Manager

Mr. Price presented information regarding Resolution No. 17-25 adopting a final budget for the City's Street Lighting Improvement Districts (SLIDs). SLIDs are established with the approval of the City Council. The Council serves as the Governing Board of the SLID and the City administers the operations of the SLID which are for the purpose of operating and maintaining street lighting located with the SLID. By Arizona law, SLIDs cannot incur debt. The SLID assessment is made upon each property within the District and is collected through the Maricopa County property tax system. The projected amount for revenues and expenditures, for all SLIDs, is $565,700 for Fiscal Year 2025-2026. Mayor Orsborn opened a public hearing at 6:23 p.m. to hear citizen input regarding Resolution No. 17-25. There being no public comment, Mayor Orsborn closed the public hearing at 6:24 p.m. A motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to adopt Resolution No. 17-25 adopting the Final Budget for the attached Street Lighting Improvement Districts (SLIDs) for Fiscal Year 2025-2026 beginning July 1, 2025 and ending June 30, 2026, by the Governing Body of the SLIDs. Motion passed unanimously.

5.E Council to reconvene into the Regular Council Meeting.

At 6:24 p.m. a motion was made by Councilmember Goodman and seconded by Vice Mayor Heustis to reconvene into the Regular Council Meeting. Motion passed unanimously.

6. Public Hearings / Non-Consent - New Business

6.A Council to take action on Resolution No. 28-25 establishing the 2025 Citizen Water and Wastewater Rate Committee to advise and make recommendations to the City Council regarding the implementation and adoption of water and wastewater rates; adopting By-Laws for the Committee; temporarily suspending the provisions of Article 2-4-7 of the City Code; and providing for the automatic termination of said Committee.
Staff Liaison: Terry Lowe, Water Resources Director

Mr. Lowe presented information regarding Resolution No. 28-25 establishing the 2025 Citizen Water and Wastewater Rate Committee. To consider the potential authorization of water and wastewater rate increases, Buckeye is establishing a 2025 Water/Wastewater Rate Committee. The committee will consist of a group of volunteer stakeholders, residents and business leaders operating under the authority of the proposed by-laws and will facilitate the development of recommendations on potential increases to water and wastewater system operations and their impact. Councilmember Goodman requested clarification regarding the termination of the Committee. Mr. Lowe confirmed the Committee will automatically terminate. Based on questions from Vice Mayor Heustis, Mr. Lowe stated the application will be made available to the public and only applications received by qualified citizens will be considered. A motion was made by Vice Mayor Heustis and seconded by Councilmember Goodman to adopt Resolution No. 28-25 establishing the 2025 Citizen Water and Wastewater Rate Committee to advise and make recommendations to the City Council regarding the implementation and adoption of water and wastewater rates; adopting By-Laws for the Committee; temporarily suspending the provisions of Article 2-4-7 of the City Code; and providing for the automatic termination of said Committee. Motion passed unanimously.

7. City Manager's Report and Summary of Current Events

Mr. Roderique presented a summary of current events.

8. Comments from the Mayor and Council

Councilmember Goodman: thanked the public speaker for her comments; requested guidance from staff related to recognizing events in the City.

9. Proposals for Future Agenda Items – None.

10. Adjournment
There being no further business to discuss, Mayor Orsborn adjourned the meeting at 6:38 p.m.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the Regular Council Meeting held on June 3, 2025. I further certify that a quorum was present.

_____
Lucinda J. Aja, City Clerk

CITY OF BUCKEYE
REGULAR COUNCIL MEETING
MARCH 3, 2026
MINUTES

City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326
6:00 p.m.

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

1. Call to Order/Invocation/Pledge of Allegiance/Roll Call
Mayor Orsborn called the meeting to order at 6:00 p.m.; Pastor Keith Howard of Vescent Church led the invocation; Councilmember Heustis led the Pledge of Allegiance.

Members Present: Councilmember Youngker, Councilmember Berry, Councilmember HagEstad, Councilmember Beard, Councilmember Heustis, Vice Mayor Goodman, and Mayor Orsborn.

Members Absent: None.

Departments Present: City Manager Doug Sandstrom, Deputy City Manager Javier Setovich, Deputy City Manager Jared Askelson, City Attorney Tosca Henry, Deputy City Clerk Summer Stewart, Fire Chief Jake Rhoades, Water Resources Director Terry Lowe, Program Management Office Director James Shano, Community Services Director Miranda Gomez, Information Technology Director Greg Platacz, Chief Financial Officer Keith Fallstrom, Economic Development Director Suzanne Boyles, Interim Communications Director John O'Halloran, Chief Human Resources Officer Cindy Camarata, Public Works Director Amy Murray, Deputy Police Chief Charles Bezio, and Development Services Director Brian Craig.

2. Comments from the Public – None.

3. Awards/Presentations/Proclamations – None.

4. CONSENT AGENDA ITEMS / NEW BUSINESS

Approval of items on the Consent Agenda - All items with an (*) are considered to be routine matters and will be enacted by one motion and vote of the City Council. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to approve Items *4.A, *4.B, *4.C, *4.D, *4.E, *4.F, *4.G, *4.H, and *4.I. Motion passed unanimously.

***4.A Council to take action on Resolution No. 25-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2006-015; and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 25-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2006-015; and ordering the recording and filing of this Resolution.

***4.B Council to take action on Resolution No. 26-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2019-002; and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 26-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2019-002; and ordering the recording and filing of this Resolution.

***4.C Council to take action on Resolution No. 24-26 accepting a Petition for Enlarging MID-2019-005 to include Westpark Phase II P-7S, 8, 19, and 10N; declaring its intention to enlarge MID-2019-005; and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 24-26 accepting a Petition for Enlarging MID-2019-005 to include Westpark Phase II P-7S, 8, 19, and 10N; declaring its intention to enlarge MID-2019-005; and ordering the recording and filing of this Resolution.

***4.D Council to take action to ratify and approve the submission of a $1,500,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of a new Hazardous Materials (HazMat) truck to replace a 2009 vehicle.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of a $1,500,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of a new Hazardous Materials (HazMat) truck to replace a 2009 vehicle.

***4.E Council to take action to ratify and approve the submission of a $525,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of seven unmanned aerial vehicle systems (UAVs) to increase response time for public safety personnel when responding to and/or preventing emergency events.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of a $525,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of seven unmanned aerial vehicle systems (UAVs) to increase response time for public safety personnel when responding to and/or preventing emergency events.

***4.F Council to take action on Change Order No. 4 to the Cooperative Contract Purchase Addendum (CCPA No. 2025158) between the City of Buckeye, an Arizona municipal corporation, and Municipal Emergency Services, Inc., a Nevada corporation, for firefighting equipment; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.**
Staff Liaison: Jake Rhoades, Fire Chief

Council approved Change Order No. 4 to the Cooperative Contract Purchase Addendum (CCPA No. 2025158) between the City of Buckeye, an Arizona municipal corporation, and Municipal Emergency Services, Inc., a Nevada corporation, for firefighting equipment; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

***4.G Council to take action on Change Order No. 2 to the Cooperative Contract Purchase Addendum (CCPA No. 2025209) between the City of Buckeye, an Arizona municipal**

corporation, and L.N. Curtis and Sons, Inc., a California corporation, for firefighting equipment; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.
Staff Liaison: Jake Rhoades, Fire Chief

Council approved Change Order No. 2 to the Cooperative Contract Purchase Addendum (CCPA No. 2025209) between the City of Buckeye, an Arizona municipal corporation, and L.N. Curtis and Sons, Inc., a California corporation, for firefighting equipment; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

***4.H Council to take action on the Contract for Materials and Services (Contract No. 32600176) between the City of Buckeye, an Arizona municipal corporation, and Motorola Solutions, Inc., a Delaware corporation, to approve Quote No. 3396496 for Motorola Solutions - Brinc MSI Take Off Program - A Drone as First Responder Program; and authorize the City Manager to execute and deliver said Contract on behalf of the City of Buckeye.**
Staff Liaison: Robert Sanders, Police Chief

Council approved the Contract for Materials and Services (Contract No. 32600176) between the City of Buckeye, an Arizona municipal corporation, and Motorola Solutions, Inc., a Delaware corporation, to approve Quote No. 3396496 for Motorola Solutions - Brinc MSI Take Off Program - A Drone as First Responder Program; and authorize the City Manager to execute and deliver said Contract on behalf of the City of Buckeye.

***4.I Council to take action to preauthorize the City Manager to approve construction actions and contract amendments for Capital Improvement Program (CIP) Project No. 109080 – Verrado Marketplace Buckeye PD Substation TI, in an amount not to exceed the remaining approved construction budget of $875,000, to allow phased implementation of the Project; approve Delivery Order No. 1 to the Job Order Contract (JOC No. 2025086) between the City of Buckeye, an Arizona municipal corporation, and Haydon Companies, LLC, an Arizona limited liability company, for CIP Project No. 109080, Verrado Marketplace Buckeye PD Substation TI, in the amount of $577,651, which represents the first phase of construction; and authorize the City Manager to execute and deliver said Agreements and to take all actions necessary to carry out the purpose and intent of this authorization on behalf of the City of Buckeye.**
Staff Liaison: James Braveboy Jr., Project Manager

Council preauthorized the City Manager to approve construction actions and contract amendments for Capital Improvement Program (CIP) Project No. 109080 – Verrado Marketplace Buckeye PD Substation TI, in an amount not to exceed the remaining approved construction budget of $875,000, to allow phased implementation of the Project; approved Delivery Order No. 1 to the Job Order Contract (JOC No. 2025086) between the City of Buckeye, an Arizona municipal corporation, and Haydon Companies, LLC, an Arizona limited liability company, for CIP Project No. 109080, Verrado Marketplace Buckeye PD Substation TI, in the amount of $577,651, which represents the first phase of construction; and authorized the City Manager to execute and deliver said Agreements and to take all actions necessary to carry out the purpose and intent of this authorization on behalf of the City of Buckeye.

5. Public Hearings / Non-Consent - New Business

5.A Council to hold a public hearing only regarding a blank annexation petition requesting to annex three parcels of land, totaling approximately 83.5 acres, located at the southeast corner of Interstate 10 and State Route 85.

Staff Liaison: Sean Banda, Senior Planner

Planning Manager Ken Galica presented information regarding the proposed annexation; vicinity maps were displayed. The site is currently designated as business commerce in the general plan, which allows for non-residential or commercial service types of uses. The land is currently zoned rural 43 within the county, and upon annexation, it will receive comparable city zoning, specifically R 143, which is limited to the development of acre lots for single-family homes. There is a separate zoning request in process to rezone this site to business park in conformance with the general plan. The proposed annexation meets all required eligibility requirements, and all necessary notices have been completed. No comments have been received on the annexation to date, and there are no remaining comments from city reviewing departments. Mayor Orsborn opened a public hearing at 6:08 p.m. to hear citizen input regarding the proposed annexation. There being no public comment, Mayor Orsborn closed the public hearing at 6:08 p.m.

5.B Council to hold a public hearing only regarding a blank annexation petition requesting to annex one parcel of land, totaling approximately 3.5 acres, located north of the northeast corner of Rainbow Road and Broadway Road.
Staff Liaison: Joseph Mueller, Senior Planner

Mr. Mueller presented information regarding the proposed annexation; vicinity maps were displayed. The parcel is part of a larger proposed single-family residential development comprising approximately 470 acres, and it is the only portion not already within the city's jurisdiction. The property is currently undeveloped farmland and is part of a four-property county island. The general plan designates the area as neighborhood, consistent with the applicant's long-term goal for the property. The land is currently zoned rural 43 within Maricopa County, and upon annexation, it will carry the R-143 zoning designation, which is a large lot residential designation. The applicant will seek zoning compatible with the rest of their properties in the area. All notice and publication requirements have been met, and there are no outstanding issues from reviewing departments. Mayor Orsborn opened a public hearing at 6:13 p.m. to hear citizen input regarding the proposed annexation. Rusty Graves presented statements and concerns regarding the proposed annexation and the impacts to surrounding properties. There being no further public comments, Mayor Orsborn closed the public hearing at 6:15 p.m. Councilmember Youngker asked what kind of single-family residences were planned for the annexed property. Mr. Mueller responded that the applicant has indicated that the development will be single-family residential subdivisions, but specific plans have not yet been submitted. The zoning districts mentioned were neighborhood mixed-use and planned community, but the precise details of the development are not yet known.

5.C Council to hold a public hearing and take action on Ordinance No. 04-26 amending Ordinance No. 18-23 relating to the rezoning of approximately 158 acres generally located west of the northwest corner of State Route 85 and Patterson Road by amending Exhibit D to replace former conditions "a" through "k" with conditions "a" through "l."
Staff Liaison: Joseph Mueller, Senior Planner

Mr. Mueller presented information regarding Ordinance No 04-26; vicinity maps were displayed. The proposed amendment to Ordinance No. 18-23 involves modifying stipulations to allow for expanded industrial uses on the property, which was previously limited to hydrogen gas production. The site, located west of the northwest corner of Paterson Road and 283rd Avenue, is designated as employment in the general plan and zoned heavy industrial I2. The applicant seeks to expand the allowed uses to include general I2 industrial uses, with the potential for a data center campus on the 157-acre site. No formal submittal for the data center has been made yet, but if pursued, a conditional use permit and administrative plan would be required. The surrounding 920-acre site, owned by the same group, would require additional rezoning and a Major General Plan amendment for any industrial expansion. Staff recommended conducting a public hearing and approving the modifications, subject

to the new stipulation. Mayor Orsborn opened a public hearing at 6:22 p.m. to hear citizen input regarding the proposed amendments to rezone Ordinance No. 18-23. Cepand Alizadeh spoke in support of the proposed amendments. There being no further comment, Mayor Orsborn closed the public hearing at 6:24 p.m. Councilmember Heustis asked who owns the 920 acres surrounding the property in question. Mr. Mueller clarified that the same ownership group seeking the subject matter application tonight owns the 920 acres. Vice Mayor Goodman asked for further information regarding a potential data center. Mr. Mueller responded that there is no official submittal yet. If the application for a data center does come forward, the applicant would need to go to the Planning and zoning Commission for approval of a conditional use permit, but it would not need to come to Council. A motion was made by Councilmember Heustis and seconded by Councilmember HagEstad to adopt Ordinance No. 04-26 amending Ordinance No. 18-23 relating to the rezoning of approximately 158 acres generally located west of the northwest corner of State Route 85 and Patterson Road by amending Exhibit D to replace former conditions "a" through "k" with conditions "a" through "l." Motion passed unanimously.

6. Comments from the Mayor and Council

Councilmember Heustis: noted the Veterans Lift Up event has been cancelled.

7. City Manager's Report and Summary of Current Events

Mr. Sandstrom presented a summary of current events.

8. Proposals for Future Agenda Items – None.

9. Adjournment

There being no further business to discuss, Mayor Orsborn adjourned the meeting at 6:30 p.m.

_____

Eric W. Orsborn, Mayor

ATTEST:

_____

Lucinda J. Aja, City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the Regular Council Meeting held on March 3, 2026. I further certify that a quorum was present.

_____

Lucinda J. Aja, City Clerk

CITY OF BUCKEYE
REGULAR COUNCIL MEETING
APRIL 7, 2026
MINUTES

City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326
6:00 p.m.

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

1. Call to Order/Invocation/Pledge of Allegiance/Roll Call
Mayor Orsborn called the meeting to order at 6:00 p.m.; Pastor Darius Sanders of Palm Valley Church led the invocation; Councilmember HagEstad led the Pledge of Allegiance.

Members Present: Councilmember Berry, Councilmember HagEstad, Councilmember Beard, Councilmember Heustis, Vice Mayor Goodman, and Mayor Orsborn.

Members Absent: Councilmember Youngker.

Departments Present: City Manager Doug Sandstrom, Deputy City Manager Jared Askelson, City Attorney Tosca Henry, City Clerk Lucinda Aja, Fire Chief Jake Rhoades, Water Resources Director Terry Lowe, Program Management Office Director James Shano, Community Services Director Miranda Gomez, Information Technology Director Greg Platacz, Chief Financial Officer Keith Fallstrom, Economic Development Director Suzanne Boyles, Communications Director John O'Halloran, Chief Human Resources Officer Cindy Camarata, Public Works Director Amy Murray, Police Chief Robert Sanders, and Development Services Director Brian Craig.

2. Comments from the Public

Kenny Walls presented statements regarding facilities for RV dumping.

3. Awards/Presentations/Proclamations – None.

4. CONSENT AGENDA ITEMS / NEW BUSINESS

Approval of items on the Consent Agenda - All items with an (*) are considered to be routine matters and will be enacted by one motion and vote of the City Council. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to approve Items *4.A, *4.B, *4.C, *4.D, *4.E, *4.F, *4.G, *4.H, *4.I., *4.J, *4.K, *4.L, *4.M, *4.N, *4.O, *4.P, *4.Q, *4.R, *4.S, *4.T, *4.U, *4.V, *4.W, and *4.X. Motion passed unanimously.

***4.A Council to take action to approve a budget transfer in the amount of $138,000 from General Fund Contingency to the Airport budget to fund lease-related expenditures; and authorize the City Manager, or designee, to complete the necessary budget adjustments.**
Staff Liaison: Scott Gray, Aviation Director

Council approved a budget transfer in the amount of $138,000 from General Fund Contingency to the Airport budget to fund lease-related expenditures; and authorize the City Manager, or designee, to complete the necessary budget adjustments.

***4.B Council to take action on the February 3, 2026 Special Council Meeting and Council Executive Session Minutes, February 3, 2026 Regular Council Meeting Minutes, February 17, 2026 Council Workshop Minutes, and February 17, 2026 Regular Council Meeting Minutes.**
Staff Liaison: Summer Stewart, Deputy City Clerk

Council approved the February 3, 2026 Special Council Meeting and Council Executive Session Minutes, February 3, 2026 Regular Council Meeting Minutes, February 17, 2026 Council Workshop Minutes, and February 17, 2026 Regular Council Meeting Minutes.

***4.C Council to take action on Resolution No. 33-26 accepting a Petition, Waiver, and Consent to Formation of a Maintenance Improvement District (MID); declaring the intention to form a Maintenance Improvement District; designating such District as the "City of Buckeye Maintenance Improvement District No. MID-2026-001"; and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 33-26 accepting a Petition, Waiver, and Consent to Formation of a Maintenance Improvement District (MID); declaring the intention to form a Maintenance Improvement District; designating such District as the "City of Buckeye Maintenance Improvement District No. MID-2026-001"; and ordering the recording and filing of this Resolution.

***4.D Council to take action on Resolution No. 34-26 ordering the work as described in Resolution No. 33-26; ordering the formation of City of Buckeye Maintenance Improvement District No. MID-2026-001 and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 34-26 ordering the work as described in Resolution No. 33-26; ordering the formation of City of Buckeye Maintenance Improvement District No. MID-2026-001 and ordering the recording and filing of this Resolution.

***4.E Council to take action on Resolution No. 29-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2015-001; and ordering the recording and filing of this Resolution.**
Staff Liaison: Ron Moll, City Engineer

Council adopted Resolution No. 29-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2015-001; and ordering the recording and filing of this Resolution.

***4.F Council to take action on the (i) Slope Easement Agreement and (ii) Temporary Construction Easement, between the City of Buckeye, an Arizona municipal corporation, as Grantor, and Starlight Homes, L.L.C., a Delaware limited liability company, as Grantee, situated along the western boundary of the Jackie Meck Water Campus; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of said Easements.**
Staff Liaison: Ron Moll, City Engineer

Council approved the (i) Slope Easement Agreement and (ii) Temporary Construction Easement, between the City of Buckeye, an Arizona municipal corporation, as Grantor, and Starlight Homes, L.L.C., a Delaware limited liability company, as Grantee, situated along the western boundary of the Jackie Meck Water Campus; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of said Easements.

***4.G Council to take action on Change Order No. 1 to the Professional Services Agreement (Contract No. 32600032) between the City of Buckeye, an Arizona municipal corporation, and Logan Simpson Design, Inc., an Arizona corporation, related to the Airport Specific Area Plan; and authorizing the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.**
Staff Liaison: Mandy Woods, Principal Planner

Council approved Change Order No. 1 to the Professional Services Agreement (Contract No. 32600032) between the City of Buckeye, an Arizona municipal corporation, and Logan Simpson Design, Inc., an Arizona corporation, related to the Airport Specific Area Plan; and authorizing the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

***4.H Council to take action to ratify and approve the submission of a $525,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of seven Unmanned Aerial Vehicle (UAVs) systems to increase response time for public safety personnel when responding to and/or preventing emergency events.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of a $525,000 Phoenix Urban Area Security Initiative (UASI) application through the Arizona Department of Homeland Security for the purchase of seven Unmanned Aerial Vehicle (UAVs) systems to increase response time for public safety personnel when responding to and/or preventing emergency events.

***4.I Council to take action to ratify and approve the submission of a $533,563.80 grant application that supports the establishment of a dedicated investigative capacity for street-level drug activity and to curtail the flow of illicit drugs, drug proceeds, illicit drug use, and interdict drug-related activities; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to carry out the purpose and intent of the grant application.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of a $533,563.80 grant application that supports the establishment of a dedicated investigative capacity for street-level drug activity and to curtail the flow of illicit drugs, drug proceeds, illicit drug use, and interdict drug-related activities; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to carry out the purpose and intent of the grant application.

***4.J Council to take action to ratify and approve the submission of a $25,000,000 US Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Grant Program application for design and construction of Watson Road extension from Southern Avenue south to MC 85 to include four lanes, traffic signals and overpass over the railroad tracks and irrigation canal; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of said grant application.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of a $25,000,000 US Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Grant Program application for design and construction of Watson Road extension from Southern Avenue south to MC 85 to include four lanes, traffic signals and overpass over the railroad tracks and irrigation canal; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of said grant application.

***4.K Council to take action to ratify and approve the submission of an application for a $700,000 grant from the US Department of Justice's Office for Victims of Crime (OVC) to combat human trafficking through the formation of an Anti-Human Trafficking Task Force (AHTTF) consisting of two sworn Detectives and a civilian Intelligence Analyst; and to authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to carry out the purpose and intent of said grant application.**
Staff Liaison: Rob Roach, Grant Program and Procurement Manager

Council ratified and approved the submission of an application for a $700,000 grant from the US Department of Justice's Office for Victims of Crime (OVC) to combat human trafficking through the formation of an Anti-Human Trafficking Task Force (AHTTF) consisting of two sworn Detectives and a civilian Intelligence Analyst; and to authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to carry out the purpose and intent of said grant application.

***4.L Council to take action to approve the Record of Changes to the Buckeye Emergency Operations Plan.**
Staff Liaison: Jake Rhoades, Fire Chief

Council approved the Record of Changes to the Buckeye Emergency Operations Plan.

***4.M Council to take action on the Addendum to Enterprise Agreement No. 00348320.0 (Contract No.32600160) between the City of Buckeye, an Arizona municipal corporation, and Environmental Systems Research Institute (ESRI) Inc., a California corporation, to provide software, licensing and services; and authorize the City Manager to execute said Addendum on behalf of the City of Buckeye.**
Staff Liaison: Greg Platacz, Information Technology Director

Council approved the Addendum to Enterprise Agreement No. 00348320.0 (Contract No.32600160) between the City of Buckeye, an Arizona municipal corporation, and Environmental Systems Research Institute (ESRI) Inc., a California corporation, to provide software, licensing and services; and authorized the City Manager to execute said Addendum on behalf of the City of Buckeye.

***4.N Council to take action on the Second Amendment to Lease between the City of Buckeye, an Arizona municipal corporation, and MDH F2 PHX BUCKEYE 10, LLC, a Delaware limited liability company, for the Capital Improvement Program (CIP) Project No. 108690 – Resource Support Facility (RSF); authorize the City Manager to execute and deliver said Amendment on behalf of the City of Buckeye; authorize a budget transfer in the amount of $373,200 from contingency to CIP Project No. 108690; authorize the City Manager to exercise the remaining construction budget as necessary to support project implementation, including future racking, equipment, office retrofits, information technology, and other tenant improvements associated with the RSF; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of the Second Amendment to Lease and exercise of the remaining construction budget to support project implementation.**
Staff Liaison: Anwar Albandak, Project Manager

Council approved the Second Amendment to Lease between the City of Buckeye, an Arizona municipal corporation, and MDH F2 PHX BUCKEYE 10, LLC, a Delaware limited liability company, for the Capital Improvement Program (CIP) Project No. 108690 – Resource Support Facility (RSF); authorize the City Manager to execute and deliver said Amendment on behalf of the City of Buckeye; authorized a budget transfer in the amount of $373,200 from contingency to CIP Project No. 108690; authorized the City Manager to exercise the remaining construction budget as necessary to support project implementation, including future racking, equipment, office retrofits, information technology, and other tenant improvements associated with the RSF; and authorized and directed the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of the Second Amendment to Lease and exercise of the remaining construction budget to support project implementation.

***4.O Council to take action to acquire an Easement and Advanced Construction Right of Entry (ACROE) Permit between the City of Buckeye, an Arizona municipal corporation, and the Arizona State Land Department, an Arizona fiduciary entity, to facilitate upcoming construction for Capital Improvement Program (CIP) Project No. 101150 – Intersection Improvements - Verrado Way, Yuma Road to Van Buren Street; authorize the City Manager to execute and deliver on behalf of the City of Buckeye; and authorize and direct the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of this action.**
Staff Liaison: Allyson Camillucci, Contract Project Manager

Council approved acquiring an Easement and Advanced Construction Right of Entry (ACROE) Permit between the City of Buckeye, an Arizona municipal corporation, and the Arizona State Land Department, an Arizona fiduciary entity, to facilitate upcoming construction for Capital Improvement Program (CIP) Project No. 101150 – Intersection Improvements - Verrado Way, Yuma Road to Van Buren Street; authorize the City Manager to execute and deliver on behalf of the City of Buckeye; and authorized and directed the Mayor, City Manager, City Clerk, and City Attorney to take all steps necessary to carry out the purpose and intent of this action.

***4.P Council to take action on Resolution No. 31-26 approving Amendment No. One to Intergovernmental Agreement IGA No. 24-0010903-I between the City of Buckeye, an Arizona municipal corporation, and the State of Arizona, relating to improvements along Maricopa County Route 85 and Miller Road; and authorizing the Mayor to execute and deliver Amendment No. One to Said Agreement.**
Staff Liaison: John Willett, Deputy Director of Transportation

Council adopted Resolution No. 31-26 approving Amendment No. One to Intergovernmental Agreement IGA No. 24-0010903-I between the City of Buckeye, an Arizona municipal corporation, and the State of Arizona, relating to improvements along Maricopa County Route 85 and Miller Road; and authorizing the Mayor to execute and deliver Amendment No. One to Said Agreement.

***4.Q Council to take action to authorize the City Manager to approve construction actions and execute contract amendments for Capital Improvement Program (CIP) Project No. 109420 – High-Intensity Activated Crosswalks ("HAWK") proposed for 9th Street. at East Monroe Avenue, and South Apache Road, North of Youngker High School, in an amount not to exceed the remaining approved construction budget of $767,000, to allow phased implementation of the Project; approve Cooperative Contract Purchase Addendum (CCPA) (Contract No. 32600204) between the City of Buckeye, an Arizona municipal corporation, and B&F Contracting, Inc., an Arizona corporation, for CIP Project No. 109420 in the amount of $696,110.29 in construction and the remaining $70,888.71 in funding is projected to cover contingency needs; and authorize the City Manager to**

execute and deliver said CCPA and to take all actions necessary to carry out the purpose and intent of this authorization on behalf of the City of Buckeye.
Staff Liaison: James Braveboy Jr., Project Manager

Council authorized the City Manager to approve construction actions and execute contract amendments for Capital Improvement Program (CIP) Project No. 109420 – High-Intensity Activated Crosswalks ("HAWK") proposed for 9th Street. at East Monroe Avenue, and South Apache Road, North of Youngker High School, in an amount not to exceed the remaining approved construction budget of $767,000, to allow phased implementation of the Project; approved Cooperative Contract Purchase Addendum (CCPA) (Contract No. 32600204) between the City of Buckeye, an Arizona municipal corporation, and B&F Contracting, Inc., an Arizona corporation, for CIP Project No. 109420 in the amount of $696,110.29 in construction and the remaining $70,888.71 in funding is projected to cover contingency needs; and authorized the City Manager to execute and deliver said CCPA and to take all actions necessary to carry out the purpose and intent of this authorization on behalf of the City of Buckeye.

***4.R Council to take action to authorize construction and implementation of Capital Improvement Program (CIP) Project No. 107920 – Downtown Enhancement Program, Monroe Avenue Pavement Marking Improvements (1st Street to Eason Ave.), consistent with the three-lane configuration approved by Council on August 26, 2025; authorize the City Manager to approve construction contracts not to exceed $1,100,000, consistent with the three-lane configuration approved by Council on August 26, 2025; approve Delivery Order No. 16 to Job Order Contract (JOC) (Contract No. 2025081) between the City of Buckeye, an Arizona municipal corporation, and M.R. Tanner Construction, an Arizona limited liability company, for $893,266.91 plus applicable contingency; and authorize the City Manager to execute and deliver said Delivery Order on behalf of the City of Buckeye.**
Staff Liaison: James Braveboy Jr., Project Manager

Council authorized construction and implementation of Capital Improvement Program (CIP) Project No. 107920 – Downtown Enhancement Program, Monroe Avenue Pavement Marking Improvements (1st Street to Eason Ave.), consistent with the three-lane configuration approved by Council on August 26, 2025; authorized the City Manager to approve construction contracts not to exceed $1,100,000, consistent with the three-lane configuration approved by Council on August 26, 2025; approved Delivery Order No. 16 to Job Order Contract (JOC) (Contract No. 2025081) between the City of Buckeye, an Arizona municipal corporation, and M.R. Tanner Construction, an Arizona limited liability company, for $893,266.91 plus applicable contingency; and authorized the City Manager to execute and deliver said Delivery Order on behalf of the City of Buckeye.

***4.S Council to take action to authorize staff to execute agreements for expenditures up to the full design budget of $2,000,000 for Capital Improvement Program (CIP) Project No. 109380 – Miller Road Expansion - Broadway to Lower Buckeye Road; approve Change Order No.1 to the Professional Services Agreement (Contract No. 32500032) between the City of Buckeye, an Arizona municipal corporation, and TYPSA, Inc., an Arizona corporation, in a total not to exceed amount of $1,547,901.60 for design and civil engineering services; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.**
Staff Liaison: Rodrigo Nemi, Project Manager

Council authorized staff to execute agreements for expenditures up to the full design budget of $2,000,000 for Capital Improvement Program (CIP) Project No. 109380 – Miller Road Expansion - Broadway to Lower Buckeye Road; approve Change Order No.1 to the Professional Services Agreement (Contract No. 32500032) between the City of Buckeye, an Arizona municipal corporation,

and TYPSA, Inc., an Arizona corporation, in a total not to exceed amount of $1,547,901.60 for design and civil engineering services; and authorized the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

***4.T Council to take action to approve a budget transfer in the amount of $1,200,700; approve Change Order No. 5 to Cooperative Contract Purchase Addendum (CCPA) (Contract No. 2025299) between the City of Buckeye, an Arizona municipal corporation, and Sutphen Corporation, an Ohio corporation, for the purchase and outfit of a heavy-duty rescue pumper (fire truck); and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.**
Staff Liaison: Amy Murray, Public Works Director

Council approved a budget transfer in the amount of $1,200,700; approve Change Order No. 5 to Cooperative Contract Purchase Addendum (CCPA) (Contract No. 2025299) between the City of Buckeye, an Arizona municipal corporation, and Sutphen Corporation, an Ohio corporation, for the purchase and outfit of a heavy-duty rescue pumper (fire truck); and authorized the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

***4.U Council to take action to ratify and approve a funds transfer from the Public Works Administration Other Equipment budget to Public Works Administration - Professional Services budget.**
Staff Liaison: Amy Murray, Public Works Director

Council ratified and approved a funds transfer from the Public Works Administration Other Equipment budget to Public Works Administration - Professional Services budget.

***4.V Council to take action on the Contract for Materials and Services (No. 32600177) between the City of Buckeye, an Arizona municipal corporation, and Hydrologics Inc., a Delaware corporation, and authorize the City Manager to execute said Contract on behalf of the City of Buckeye.**
Staff Liaison: Terry Lowe, Water Resources Director

Council approved the Contract for Materials and Services (No. 32600177) between the City of Buckeye, an Arizona municipal corporation, and Hydrologics Inc., a Delaware corporation, and authorized the City Manager to execute said Contract on behalf of the City of Buckeye.

***4.W Council to take action on the Cooperative Contract Purchase Addendum (CCPA) (Contract No. 32600195) between the City of Buckeye, an Arizona municipal corporation, and Hydra Contracting, LLC, an Arizona limited liability company; and authorize the City Manager to execute said CCPA on behalf of the City of Buckeye.**
Staff Liaison: Terry Lowe, Water Resources Director

Council approved the Cooperative Contract Purchase Addendum (CCPA) (Contract No. 32600195) between the City of Buckeye, an Arizona municipal corporation, and Hydra Contracting, LLC, an Arizona limited liability company; and authorized the City Manager to execute said CCPA on behalf of the City of Buckeye.

***4.X Council to take action on Delivery Order No. 2 to the Job Order Contract (JOC) (Contract No. 2025109) between the City of Buckeye, an Arizona municipal corporation, and Schofield Civil Construction LLC, an Arizona limited liability company, for construction services related to the Tartesso Water Campus's new treatment system; and authorize the City Manager to execute said Delivery Order on behalf of the City of Buckeye, in an amount not to exceed $1,545,182.**

Staff Liaison: Terry Lowe, Water Resources Director

Council approved Delivery Order No. 2 to the Job Order Contract (JOC) (Contract No. 2025109) between the City of Buckeye, an Arizona municipal corporation, and Schofield Civil Construction LLC, an Arizona limited liability company, for construction services related to the Tartesso Water Campus's new treatment system; and authorized the City Manager to execute said Delivery Order on behalf of the City of Buckeye, in an amount not to exceed $1,545,182.

5. Public Hearings / Non-Consent - New Business

5.A Council to hold a public hearing and take action on Resolution No. 30-26 approving the assessments for the street improvements located at Miller Road from Lower Buckeye Road to Pima Street, Capital Improvement Project No. 105260, and authorizing the Mayor and City Engineer to assess the property adjacent to such improvements.
Staff Liaison: Riley Quinlan, Deputy Director of CIP

Mr. Quinlan presented information regarding Resolution No. 30-26, which relates to assessments for permanent street improvements on Miller Road between Pima Street and Lower Buckeye Road, affecting eleven parcels; vicinity maps were displayed. The process followed State and City Codes, starting with a sixty percent cost estimate in 2022 and finalized with actual construction costs after the project's completion in late 2025. Assessments are based on the actual costs for each parcel, excluding temporary improvements and certain fees, and are only payable at the time of development within a ten-year window. Mr. Quinlan noted that the project benefited from economies of scale due to its size and clarified that cost increases for some parcels were due to added scope, such as water, sewer, and drainage improvements, which were not included in the initial estimate but became necessary as design evolved. The resolution records the assessments, which are removed once paid, and aims to ensure permanent infrastructure is in place for future development. The total potential recovery is $7,140,976, with individual parcel assessments ranging from $82,083 to $1,314,170. Mayor Orsborn opened a public hearing at 6:14 p.m. to hear citizen input regarding Resolution No. 30-26. Samantha DeMoss, representing EIG14T HVC AZ Buckeye, LLC, presented statements regarding the increase in estimates from 2022 to the proposed 2026 assessment amount for their parcel. There being no further public comment, Mayor Orsborn closed the public hearing at 6:17 p.m. Mr. Quinlan explained that the higher cost for the parcel was due to added scope, including water, sewer, rough half street improvements, Watkins tie-in, and drainage, which were not part of the original 2022 estimate but became necessary as the design evolved. Based on questions from Vice Mayor Goodman, Mr. Quinlan confirmed that initial estimates were clearly marked as subject to change and that updates throughout the project included disclaimers about their preliminary nature; confirmed the improvements were paid with general fund monies. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to adopt Resolution No. 30-26 approving the assessments for the street improvements located at Miller Road from Lower Buckeye Road to Pima Street, Capital Improvement Project No. 105260, overruling the objections received, and authorizing the Mayor and City Engineer to assess the property adjacent to such improvements. Motion passed unanimously.

5.B Council to hold a public hearing and take action on Ordinance No. 06-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 0.89 acres generally located at the northeast corner of MC 85 and SR 85.
Staff Liaison: Mandy Woods, Principal Planner

Ms. Woods presented information regarding annexation Ordinance No. 06-26, explaining that it relates to a 0.89-acre parcel at the northeast corner of MC 85 and SR 85, currently a convenience store with gas sales. Vicinity maps were displayed. The property is surrounded by future industrial,

transportation, logistics, and commercial uses, and its general plan land use is designated as employment. Upon annexation, the zoning would change from Maricopa County General Commercial (C3) to City of Buckeye Regional Commercial (C3), with no further rezoning anticipated since the current use is allowed. There are no development plans for the site, but the intention is to connect to City water. Ms. Woods confirmed that all statutory requirements and notifications were met, no public comments were received, and staff recommends approval of the Ordinance. Mayor Orsborn opened a public hearing at 6:27 p.m. to hear citizen input regarding annexation Ordinance No. 06-26. There being no public comment, Mayor Orsborn closed the public hearing at 6:27 p.m. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to adopt Ordinance No. 06-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 0.89 acres generally located at the northeast corner of MC 85 and SR 85. Motion passed unanimously.

5.C Council to hold a public hearing and take action on Ordinance No. 07-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 85 acres generally located at the southeast corner of Interstate 10 and State Route 85.
Staff Liaison: Sean Banda, Senior Planner

Planning Manager Ken Galica presented information regarding annexation Ordinance No. 07-26, describing it as the second public hearing for the Buckeye 83 annexation, which involves approximately 85 acres at the southeast corner of Interstate 10 and State Route 85. Vicinity maps were displayed. The site is currently vacant and surrounded by vacant land, with future residential expansion expected to the east and south, and commercial or industrial uses to the southwest. The General Plan designates the area as Business Commerce, allowing for light industrial uses compatible with adjacent residential areas. The current County zoning is Rural 43, which would convert to the City's equivalent R143 upon annexation, with plans to rezone to business park in the future. Mr. Galica confirmed that all state eligibility requirements and notifications were met, there were no outstanding issues or public comments, and staff recommends approval of the Ordinance. Councilmember Heustis asked where access to the annexed property would be located. Mr. Galica answered that, despite the property's visibility from I-10 and SR 85, access would primarily come from State Route 85 via Broadway, then up the future 266th Avenue, which turns into Durango; clarified there would not be any direct connections to the West Park neighborhood. Mayor Orsborn opened a public hearing at 6:31 p.m. to hear citizen input regarding annexation Ordinance No. 07-26. There being no public comment, Mayor Orsborn closed the public hearing at 6:31 p.m. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to adopt Ordinance No. 07-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 85 acres generally located at the southeast corner of Interstate 10 and State Route 85. Motion passed unanimously.

5.D Council to hold a public hearing and take action on Ordinance No. 08-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 1,918.85 acres generally bounded by Broadway Road to the north, Jackrabbit Trail to the east, MC 85 to the south, and Dean Road to the west.
Staff Liaison: Ken Galica, Planning Manager

Mr. Galica presented information regarding Items 5.D and 5.E concurrently. Mr. Galica explained that Ordinance no. 08-26 relates to the annexation of approximately 1,919 acres generally bounded by

Broadway Road, Jack Rabbit Trail, MC85, and Dean Road, with the area currently used for agriculture and some scattered residences. He described the vision for the site as a rail-served regional industrial hub with potential for complementary commercial and residential uses, supported by a Community Master Plan (CMP) that establishes three districts: regional employment, residential village, and commercial. The employment district prioritizes light industrial uses, especially on the perimeter, with heavier industrial uses allowed in the interior, and excludes objectionable uses. Residential development is optional, with up to 750 acres and 6,500 units permitted, and commercial areas are planned at arterial intersections to serve future employees. Mr. Galica emphasized design standards, setbacks, landscape buffers, and drought-tolerant landscaping, and noted that water and wastewater could be provided either by the City or privately, with the developer responsible for infrastructure. Ordinance No. 09-26 relates to the rezoning request to change the zoning of the subject site from Single-Family Residential 43 (SF-43), Rural Residential (RR) and Light Industrial (I-1) to Community Master Plan (CMP). Ordinance No. 10-26 relates to the Pre-Annexation and Development Agreement, which includes terms for infrastructure reimbursement from new tax revenues generated on the property, provisions for public safety facilities, and flexibility for water and wastewater service models. Mr. Galica confirmed that all statutory requirements and notifications were met, the Planning and Zoning Commission recommended approval, and the project aligns with the City's general plan for employment-focused development. Mayor Orsborn opened a public hearing at 6:50 p.m. to hear citizen input regarding annexation Ordinance No. 08-26. Darrel Kuiper presented statements regarding the project alignment and impacts to surrounding properties and the flood plain. Steven Bales presented statements regarding the project alignment and impacts to surrounding properties. There being no further public comment, Mayor Orsborn closed the public hearing at 6:58 p.m. General discussion was held regarding the future SR30 alignment. Based on questions from Mayor Orsborn and Vice Mayor Goodman, Ms. Henry responded that the CMP's existing verbiage already makes it clear that the SR30 alignment is only conceptual and not endorsed by the City. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to adopt Ordinance No. 08-26 extending and increasing the corporate limits of the City of Buckeye, Maricopa County, State of Arizona, pursuant to the provisions of Title 9, Chapter 4, Article 7, Arizona Revised Statutes and Amendments thereto, by annexing approximately 1,918.85 acres generally bounded by Broadway Road to the north, Jackrabbit Trail to the east, MC 85 to the south, and Dean Road to the west. Motion passed unanimously.

5.E Council to hold a public hearing and take action on Ordinance No. 09-26 amending the Zoning Map of the City of Buckeye for approximately 2,271 acres generally bounded by Broadway Road to the north, Jackrabbit Trail to the east, MC 85 to the south, and Dean Road to the west from Single-Family Residential 43 (SF-43), Light Industrial (I-1) and Rural Residential (RR) to Community Master Plan (CMP), and Ordinance No. 10-26 approving the Pre-Annexation and Development Agreement dated April 7, 2026 between Grand View Buckeye, LLC, an Arizona limited liability company, Verrado 310, LLC, an Arizona limited liability company, and the City of Buckeye, an Arizona municipal corporation.
Staff Liaison: Ken Galica, Planning Manager

Mr. Galica presented information regarding Items 5.D and 5.E concurrently. Mayor Orsborn opened a public hearing at 7:04 p.m. to hear citizen input regarding Ordinance No. 09-26 and Ordinance No. 10-26. Ms. Aja noted a speaker request form was submitted by Rick Ladra; however, when Mayor Orsborn asked for him to speak, he was no longer in Council Chambers. There being no public comment, Mayor Orsborn closed the public hearing at 7:05 p.m. Mayor asked Ms. Henry to describe how infrastructure reimbursements for the Grand View Development Agreement are structured and where the dollars come from. Ms. Henry explained that reimbursement is divided into water/wastewater facilities (regional/oversized portions), fire engine and related equipment, and the permanent public safety facility (including land dedication). She stated that reimbursement comes from new tax revenues generated by eligible uses on the property, specifically construction sales tax,

property taxes, and lease taxes, and that reimbursement eligibility starts after $10 million in revenues are received. Councilmember HagEstad followed up by asking whether infrastructure turned over to the City, such as water and wastewater, would be covered by the reimbursement structure or if a Community Facilities District would be set up. Ms. Henry answered that the Agreement provides flexibility: if the developer self-serves, the City does not operate or maintain those facilities; if the facilities are turned over to the City and include regional or oversized portions, those portions are eligible for reimbursement, but not the part serving only the parcel itself. A motion was made by Councilmember Heustis and seconded by Vice Mayor Goodman to adopt Ordinance No. 09-26 amending the Zoning Map of the City of Buckeye for approximately 2,271 acres generally bounded by Broadway Road to the north, Jackrabbit Trail to the east, MC 85 to the south, and Dean Road to the west from Single-Family Residential 43 (SF-43), Light Industrial (I-1) and Rural Residential (RR) to Community Master Plan (CMP), and adopt Ordinance No. 10-26 approving the Pre-Annexation and Development Agreement dated April 7, 2026 between Grand View Buckeye, LLC, an Arizona limited liability company, Verrado 310, LLC, an Arizona limited liability company, and the City of Buckeye, an Arizona municipal corporation. Motion passed unanimously.

5.F Council to hold a public hearing and take action on Resolution No. 32-26 approving and adopting the rate schedule for water and wastewater rates, rate components, fees, or service charges set forth in the document entitled "Schedule of Fees;" setting an effective date; and repealing conflicting resolutions or parts of resolutions.
Staff Liaison: Terry Lowe, Water Resources Director

Mayor Orsborn noted for the record that staff has requested Council continue the public hearing on the schedule of fees to the May 5, 2026 Regular Council Meeting to allow for additional public outreach. Public speakers were invited to return on May 5, 2026 to speak during the public hearing and that comments may also be provided now outside of the public hearing, and any comments will be made part of the May 5, 2026 public hearing record. Tom Berry presented statements regarding the proposed rate schedule for Homeowners Associations (HOAs) and asked Council to consider creating a separate HOA rate category, reflecting their primarily residential use. Steven Sterling expressed concerns regarding the water situation in Buckeye and asked Council to delay approving rate increases for at least twelve months. A motion was made by Councilmember HagEstad and seconded by Vice Mayor Goodman to continue to the May 5, 2026 Regular Council Meeting the public hearing and action on Resolution No. 32-26 approving and adopting the rate schedule for water and wastewater rates, rate components, fees, or service charges set forth in the document entitled "Schedule of Fees;" setting an effective date; and repealing conflicting resolutions or parts of resolutions. Motion passed unanimously.

6. Comments from the Mayor and Council – None.

7. City Manager's Report and Summary of Current Events

Mr. Sandstrom presented a summary of current events.

8. Proposals for Future Agenda Items – None.

9. Adjournment
There being no further business to discuss, Mayor Orsborn adjourned the meeting at 7:22 p.m.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the Regular Council Meeting held on April 7, 2026. I further certify that a quorum was present.

_____
Lucinda J. Aja, City Clerk

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.D. CSD - Change Order #2 for Cooperative Contract Purchase Addendum 2025151 with Saguaro Summit LLC, dba Christmas Light Decorators for holiday light displays across City facilities and parks.
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON: Kelby Mieras, Deputy Director of Community Services, kmieras@buckeyeaz.gov, (623) 349-6617	
DEPARTMENT: Community Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Change Order No. 2 to the Cooperative Contract Purchase Addendum (CCPA No. 2025151) between the City of Buckeye, an Arizona municipal corporation, and Saguaro Summit LLC dba Christmas Light Decorators, an Arizona limited liability company, related to the lease, installation and removal of holiday lights and decorations throughout Buckeye; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Economic Growth

SUMMARY

PROJECT DESCRIPTION:
Approval of this change order will allow for holiday light displays throughout the city, including parks and facilities to create a more cohesive hometown holiday theme. Displays include building lights, tree lights, physical props with interactive displays, holiday tree and photo pods. The initial contract with this vendor only captured FY2026 expenses, so the change order will allow the city to utilize an extension on a cooperative contract and will cover all expenses for FY2027.

This contract will be shared between Community Services and Public Works Facilities division. When obtaining pricing for our budget requests, it was realized that there was a cost increase to these displays which required an increase to the contracted amount.

BENEFITS:

This change order will provide holiday decorations throughout areas of Buckeye and create a cohesive display across our city parks and facilities. These holiday displays have been an attraction for our Buckeye residents and surrounding communities and promotes a festive atmosphere and family friendly experience.

FUTURE ACTION:
CSD plans to work with our Procurement department to conduct a Request for Proposal for these light displays which will allow the City to negotiate our own pricing structure based on our unique needs and will lock that pricing in for a duration of time via the contract.

FINANCIAL IMPACT STATEMENT:

The change order will increase the not to exceed amount to $1,617,000 from $950,000 and will cover all FY27 expenses. The total cost of holiday lights and décor comes out of the Marketing and Tourism budget and is generated by the transient tax. Funds are allocated each year for holiday lights and displays.

CURRENT FISCAL YEAR TOTAL COST:

The existing contract is for $950,000 and these funds have already been expended. There will be no further financial impact to the budget regarding this line item for FY2026, however, the FY2027 budget includes $670,000 for the holiday lights and banner installations along Monroe Avenue.

BUDGETED:
Yes

FISCAL YEAR:
2027

FUND/DEPARTMENT:
Communications | Marketing and Tourism | 30751188-520011

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
2025151.pdf

COOPERATIVE CONTRACT PURCHASE ADDENDUM (CCPA)
BETWEEN
THE CITY OF BUCKEYE
AND
SAGUARO SUMMIT LLC DBA CHRISTMAS LIGHT DECORATORS
CONTRACT NO. 2025151

CHANGE ORDER # 2

THIS CHANGE ORDER # 2 (this "Change Order") is entered into as of _____ between the City of Buckeye, an Arizona municipal corporation (the "City") and Saguaro Summit LLC dba Christmas Light Decorators, an Arizona limited liability company (the "Contractor"). This Change Order modifies certain sections of Contract No. 2025151 (the "Contract"), with those sections not expressly modified remaining in full effect pursuant to their terms.

RECITALS:

The City and Contractor entered into Contract No. 2025151 dated September 17, 2024. Pursuant to which Contractor was to provide seasonal holiday and special event décor & lighting with an expiration date of subject to the terms of the City of Scottsdale Contract and a not-to-exceed amount of $300,000.00.

Thereafter, Change Order #1 to Contract No. 2025151 increased the not-to-exceed amount by $650,000.00 from $300,000.00 to $950,000.00 and Exhibit B – Proposal and Fee Schedule was amended to incorporate additional services, which was entered as of June 17, 2025.

CONTRACT CHANGES:

1. Contract Price, is amended by increasing the not-to-exceed amount by $667,00.00 from $950,000.00 to $1,617,000.00.

ADDITIONAL PROVISIONS:

Except as amended herein, all provisions of the Contract remain in full force and effect.

In the event of any conflict or discrepancy between the terms of this Change Order, the Contract, and any other contract documents, the documents shall govern in that order.

This Change Order may be canceled pursuant to the provisions of A.R.S. § 38-511.

IN WITNESS WHEREOF, the parties hereto have executed this Change Order as of the date first set forth above.

CITY:

THE CITY OF BUCKEYE,
an Arizona municipal corporation

_____
Doug Sandstrom, City Manager

CONTRACTOR:

SAGUARO SUMMIT LLC DBA
CHRISTMAS LIGHT DECORATORS
an Arizona limited liability company

By: Aaron Farrelly

Title: CEO/Owner

ATTEST:

_____
Lucinda Aja, City Clerk

RECOMMENDED:

_____
Rob Roach, Grant Program and Procurement Manager

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.E. DS – Enlarge MID-2019-005 to include Westpark Phase II Parcel 7N
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 3
STAFF LIAISON: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, 480-997-1702	
DEPARTMENT: Development Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 43-26 accepting a Petition for enlarging MID-2019-005 to include Westpark Phase II Parcel 7N development and ordering the recording and filing of this Resolution.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
Per Resolution No. 43-26, enlarge the Maintenance Improvement District No. MID-2019-005 to include the Westpark Phase II Parcel 7N Development; providing for the annual levy of taxes on an annual assessment against the lots within the District in proportion to the benefits received and ordering the recording and filing of this Resolution.

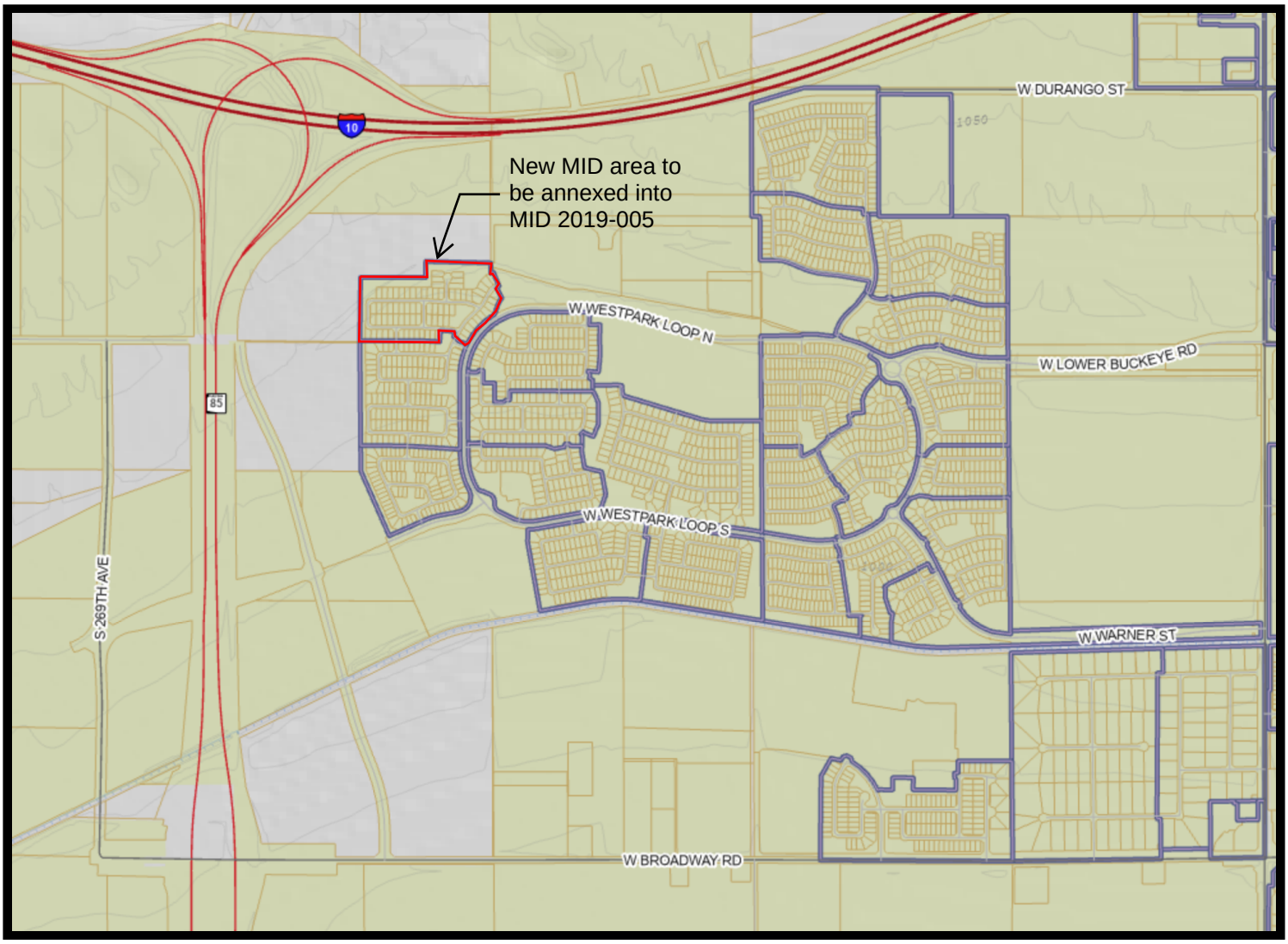
BENEFITS:
Both Maintenance Improvement Districts (MIDs) and Street Lighting Improvement Districts (SLIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. MIDs are established in accordance with Ordinance #42-06 and assess the owners within a development for the cost of maintenance of the landscaping along the rights-of-ways within a development MID. MIDs are not activated unless the development's owners should fail or otherwise go out of business, since the owner is charged with that maintenance responsibility; however, the MID is standing by as a protection for the City to ensure that there is adequate revenue to take on the maintenance.

FUTURE ACTION:
A budget and further Council action will take place at the beginning of the next fiscal year to implement the enlargement to this District.

FINANCIAL IMPACT STATEMENT:
If not approved, the City would need to budget for these costs in the event that the development's owners fail.

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
MID 2019-005 Westpark Phase 2.2 Parcel 7N Expansion-Petition and Exhibits Fully Executed.pdf
MID 2019-005 Westpark Phase 2.2 Parcel 7N Expansion-Vicinity Map.pdf
Res No 43-26 MID 2019-005 Enlargement to include Westpark Phase II Parcel 7N.pdf

Vicinity Map



WHEN RECORDED, RETURN TO:

City of Buckeye
ATTN: City Clerk, Lucinda J. Aja
530 East Monroe Avenue
Buckeye, Arizona 85326

RESOLUTION NO. 43-26

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, ACCEPTING A PETITION FOR ENLARGING MID-2019-005 TO INCLUDE WESTPARK PHASE II PARCEL 7N DEVELOPMENT AND ORDERING THE RECORDING AND FILING OF THIS RESOLUTION.

WHEREAS, the Mayor and Council of the City of Buckeye, Arizona (the "City") passed and adopted a resolution ordering the formation of City of Buckeye Maintenance Improvement District No. MID-2019-005 (the District"), for the purpose to operate, maintain, repair and improve Parkings, Parkways, Retention Basins and Detention Basins within, adjacent to, or that serve the District, as it now exists or is hereafter dedicated, constructed, modified or enlarged, and public Landscaping, street lights, all headwalls, pumps, piping, canals, washes, ditches, storm drain inlets, scuppers, dry wells, and other adjuncts and appliances related to such Parkings, Parkways, Retention Basins and Detention Basins within and adjacent to the District; and

WHEREAS, the owner of certain property adjoining the District has filed a petition seeking to enlarge the District to include the property described in the attached Exhibits A, B, and C (collectively, the "Annexed Area"); and

WHEREAS, by this Resolution the City Council of the City of Buckeye will Enlarge the District by adding the Annexed Area to the District; and

WHEREAS, as authorized by Title 48, Chapter 4, Article 2, Arizona Revised Statutes, and all amendments thereto including, without limitation, the Mayor and Council hereby find and determine that they have jurisdiction to add new territory to the District and hereby order the enlargement of the District to include the property described in the Attached Exhibits A, B, and C.

WHEREAS, in the Petition the signer waived all protests against the proposed Work, all objections to the extent of the District, and all publication, posting and mailing of the Resolution of Intention and this Resolution.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. District Enlargement. The District is enlarged by the addition of the Annexed Area, as shown on Exhibits A, B, and C attached hereto and incorporated by reference into this Resolution. The Assessor's parcel number shown on Exhibit B is for convenience only. If either the legal description set forth in Exhibit A or the Assessor's parcel number sent forth in Exhibit B conflict with Exhibit C, Exhibit C shall govern and be determinative of a parcel's inclusion within, or exclusion from, the District, subject to the restrictions of Section 2 of this Resolution.

Section 2. Excluded Property; Annual Tax. No publicly owned land or property owned by a homeowners' association will be liable to pay any portion of the District's costs and expenses. The annual tax levied upon the District will remain in full force and effect and will apply to the District as enlarged by this Resolution. The District taxes will continue to be levied based on the number and classification of non-public parcels within the enlarged District, excluding those parcels which are publicly owned or owned by a homeowners' association.

Section 3. Recording and Filing. The City Clerk is ordered and directed to cause a certified copy of this Resolution to be recorded in the office of the Maricopa County Recorder within ten (10) days of the adoption of this Resolution. The city Clerk is further ordered and directed to file certified copies of this Resolution with the Arizona Department of Revenue (the "Department") and the Maricopa County Assessor, as required by A.R.S. § 42-17257, together with all other information prescribed by the Director of the Department relating to the boundaries of newly created taxing jurisdictions.

Section 4. Extension for Filing. If either the formation of the District occurs after November 1 of the year preceding the year in which initial assessments are to be levied, or the resolution ordering the Work is not filed with both the Arizona Department of Revenue and the Maricopa County Assessor prior to such deadline, the Mayor and Council hereby request, subject to the November 30 deadline for such request as provided in A.R.S. § 42-17257(B), that the Director of the Arizona Department of Revenue extend the deadline prescribed by A.R.S. § 42-17257 to December 20, 2026.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this resolution.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Attachments:
Exhibit A – Legal Description
Exhibit B – Assessor's Parcel Number and Owner's Name
Exhibit C – Boundary Map

CERTIFICATION

I, Lucinda J. Aja, the duly appointed and acting Clerk of the City of Buckeye, Arizona, do hereby certify that the above and foregoing Resolution No. 43-26 was duly passed by the Mayor and Council of the City of Buckeye, Arizona, at a City Council meeting held on May 5,2026 and the vote was ___ ayes, ___ nays, ___ recused, and _____ were absent and that the Mayor and ___ Council Members were present thereat.

DATED: May 5, 2026.

_____
Lucinda J. Aja, City Clerk

EXHIBIT A

Legal Description

(consisting of 3 pages)

ATWELL

ONE COMPANY.
INFINITE SOLUTIONS.

EXHIBIT "A"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

LOCATED WITHIN A PORTION OF THE SOUTH HALF OF SECTION 13 AND NORTH HALF OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND STONE IN HANDHOLE ACCEPTED AS THE SOUTH QUARTER CORNER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, FROM WHICH A FOUND MONUMENT IN HANDHOLE, ACCEPTED AS THE SOUTHEAST CORNER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, THEREOF BEARS S89°39'26"E A DISTANCE OF 2670.94 FEET;

THENCE, ALONG THE SOUTH LINE OF SAID SECTION 24, N89°39'13"W, A DISTANCE OF 1337.59 FEET;

THENCE, LEAVING THE SOUTH LINE OF SAID SECTION 24, N00°00'00"E A DISTANCE OF 5326.25 FEET TO THE **POINT OF BEGINNING;**

THENCE, N00°35'43"E A DISTANCE OF 640.00 FEET;

THENCE, S89°13'42"E A DISTANCE OF 669.06 FEET;

THENCE, N00°25'03"E A DISTANCE OF 163.50 FEET;

THENCE, S89°15'16"E A DISTANCE OF 667.84 FEET;

THENCE, S00°11'27"W A DISTANCE OF 105.08 FEET;

THENCE, N67°10'48"E A DISTANCE OF 28.42 FEET;

THENCE, S22°02'47"E A DISTANCE OF 155.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, SOUTHWESTERLY ALONG SAID CURVE AN ARC LENGTH OF 32.99 FEET, WITH A RADIUS OF 180.00 FEET AND THE RADIAL BEARING OF S22°02'47"E AND A CENTRAL ANGLE OF 10°29'58";

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S32°24'56"W, A DISTANCE OF 12.26 FEET;

ATWELL

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INFINITE SOLUTIONS.

THENCE, S34°35'28"E A DISTANCE OF 116.03 FEET;

THENCE, S39°49'09"W A DISTANCE OF 45.62 FEET;

THENCE, S19°00'32"W A DISTANCE OF 139.06 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, SOUTHWESTERLY ALONG SAID CURVE AN ARC LENGTH OF 408.29 FEET, WITH A RADIUS OF 740.00 FEET AND THE RADIAL BEARING OF S30°24'06"E AND A CENTRAL ANGLE OF 31°36'46";

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S70°04'54"W, A DISTANCE OF 32.02 FEET;

THENCE, N66°39'39"W A DISTANCE OF 80.96 FEET;

THENCE, N19°32'06"W A DISTANCE OF 23.10 FEET;

THENCE, N61°24'52"W A DISTANCE OF 40.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE RIGHT;

THENCE, NORTHEASTERLY ALONG SAID CURVE AN ARC LENGTH OF 22.25 FEET, WITH A RADIUS OF 760.00 FEET AND THE RADIAL BEARING OF S61°24'52"E AND A CENTRAL ANGLE OF 01°40'38";

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, N19°47'06"W, A DISTANCE OF 31.47 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, WESTERLY ALONG SAID CURVE AN ARC LENGTH OF 35.45 FEET, WITH A RADIUS OF 180.00 FEET AND THE RADIAL BEARING OF S15°14'33"W AND A CENTRAL ANGLE OF 11°17'08";

THENCE, N86°02'34"W A DISTANCE OF 100.16 FEET;

THENCE, S03°57'26"W A DISTANCE OF 115.00 FEET;

THENCE, N86°02'34"W A DISTANCE OF 159.00 FEET;

THENCE, N87°35'36"W A DISTANCE OF 51.89 FEET;

THENCE, N89°13'42"W A DISTANCE OF 605.00 FEET TO THE **POINT OF BEGINNING**.

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INFINITE SOLUTIONS.

THE ABOVE DESCRIBED PARCEL CONTAINS A COMPUTED AREA OF 950,258 SQUARE FEET OR 21.81 ACRES, MORE OR LESS AND IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS, OR RIGHTS OF WAY OF RECORD OR OTHERWISE.

THE DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE ANY SUBDIVISION REGULATIONS OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY OTHER LAND DIVISION RESTRICTIONS.

PREPARED BY:
ATWELL, LLC
4700 E. SOUTHERN AVENUE
MESA, ARIZONA 85206
PROJECT NO. 21001100
DATE: MARCH 31ST, 2026

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
Date Signed 3/31/26
ARIZONA, U.S.A.

EXHIBIT B

Assessor's Parcel Number and Owner's Name

(consisting of 6 pages)

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-869	CW-PARCEL 7N LLC
504-29-870	CW-PARCEL 7N LLC
504-29-871	CW-PARCEL 7N LLC
504-29-872	CW-PARCEL 7N LLC
504-29-873	CW-PARCEL 7N LLC
504-29-874	CW-PARCEL 7N LLC
504-29-875	CW-PARCEL 7N LLC
504-29-876	CW-PARCEL 7N LLC
504-29-877	CW-PARCEL 7N LLC
504-29-878	CW-PARCEL 7N LLC
504-29-879	CW-PARCEL 7N LLC
504-29-880	CW-PARCEL 7N LLC
504-29-881	CW-PARCEL 7N LLC
504-29-882	CW-PARCEL 7N LLC
504-29-883	CW-PARCEL 7N LLC
504-29-884	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 4 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-885	CW-PARCEL 7N LLC
504-29-886	CW-PARCEL 7N LLC
504-29-887	CW-PARCEL 7N LLC
504-29-888	CW-PARCEL 7N LLC
504-29-889	CW-PARCEL 7N LLC
504-29-890	CW-PARCEL 7N LLC
504-29-891	CW-PARCEL 7N LLC
504-29-892	CW-PARCEL 7N LLC
504-29-893	CW-PARCEL 7N LLC
504-29-894	CW-PARCEL 7N LLC
504-29-895	CW-PARCEL 7N LLC
504-29-896	CW-PARCEL 7N LLC
504-29-897	CW-PARCEL 7N LLC
504-29-898	CW-PARCEL 7N LLC
504-29-899	CW-PARCEL 7N LLC
504-29-900	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 5 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-901	CW-PARCEL 7N LLC
504-29-902	CW-PARCEL 7N LLC
504-29-903	CW-PARCEL 7N LLC
504-29-904	CW-PARCEL 7N LLC
504-29-905	CW-PARCEL 7N LLC
504-29-906	CW-PARCEL 7N LLC
504-29-907	CW-PARCEL 7N LLC
504-29-908	CW-PARCEL 7N LLC
504-29-909	CW-PARCEL 7N LLC
504-29-910	CW-PARCEL 7N LLC
504-29-911	CW-PARCEL 7N LLC
504-29-912	CW-PARCEL 7N LLC
504-29-913	CW-PARCEL 7N LLC
504-29-914	CW-PARCEL 7N LLC
504-29-915	CW-PARCEL 7N LLC
504-29-916	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 6 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-917	CW-PARCEL 7N LLC
504-29-918	CW-PARCEL 7N LLC
504-29-919	CW-PARCEL 7N LLC
504-29-920	CW-PARCEL 7N LLC
504-29-921	CW-PARCEL 7N LLC
504-29-922	CW-PARCEL 7N LLC
504-29-923	CW-PARCEL 7N LLC
504-29-924	CW-PARCEL 7N LLC
504-29-925	CW-PARCEL 7N LLC
504-29-926	CW-PARCEL 7N LLC
504-29-927	CW-PARCEL 7N LLC
504-29-928	CW-PARCEL 7N LLC
504-29-929	CW-PARCEL 7N LLC
504-29-930	CW-PARCEL 7N LLC
504-29-931	CW-PARCEL 7N LLC
504-29-932	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 7 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-933	CW-PARCEL 7N LLC
504-29-934	CW-PARCEL 7N LLC
504-29-935	CW-PARCEL 7N LLC
504-29-936	CW-PARCEL 7N LLC
504-29-937	CW-PARCEL 7N LLC
504-29-938	CW-PARCEL 7N LLC
504-29-939	CW-PARCEL 7N LLC
504-29-940	CW-PARCEL 7N LLC
504-29-941	CW-PARCEL 7N LLC
504-29-942	CW-PARCEL 7N LLC
504-29-943	CW-PARCEL 7N LLC
504-29-944	CW-PARCEL 7N LLC
504-29-945	CW-PARCEL 7N LLC
504-29-946	CW-PARCEL 7N LLC
504-29-947	CW-PARCEL 7N LLC
504-29-948	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 8 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-949	CW-PARCEL 7N LLC
504-29-950	CW-PARCEL 7N LLC
504-29-951	CW-PARCEL 7N LLC
504-29-952	CW-PARCEL 7N LLC
504-29-953	CW-PARCEL 7N LLC
504-29-954	CW-PARCEL 7N LLC
504-29-955	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 9 OF 11

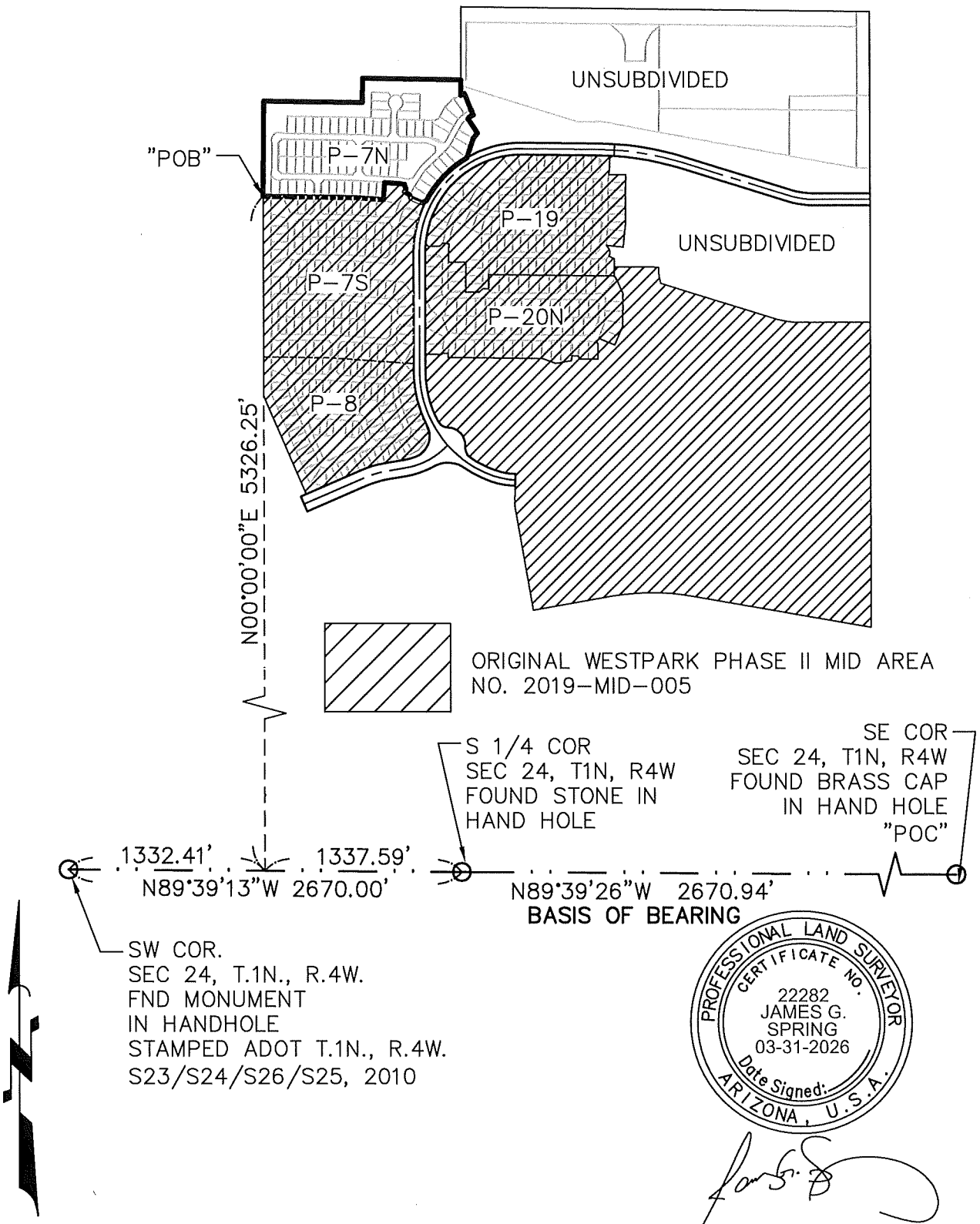
ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

EXHIBIT C

Boundary Map

(consisting of 2 pages)

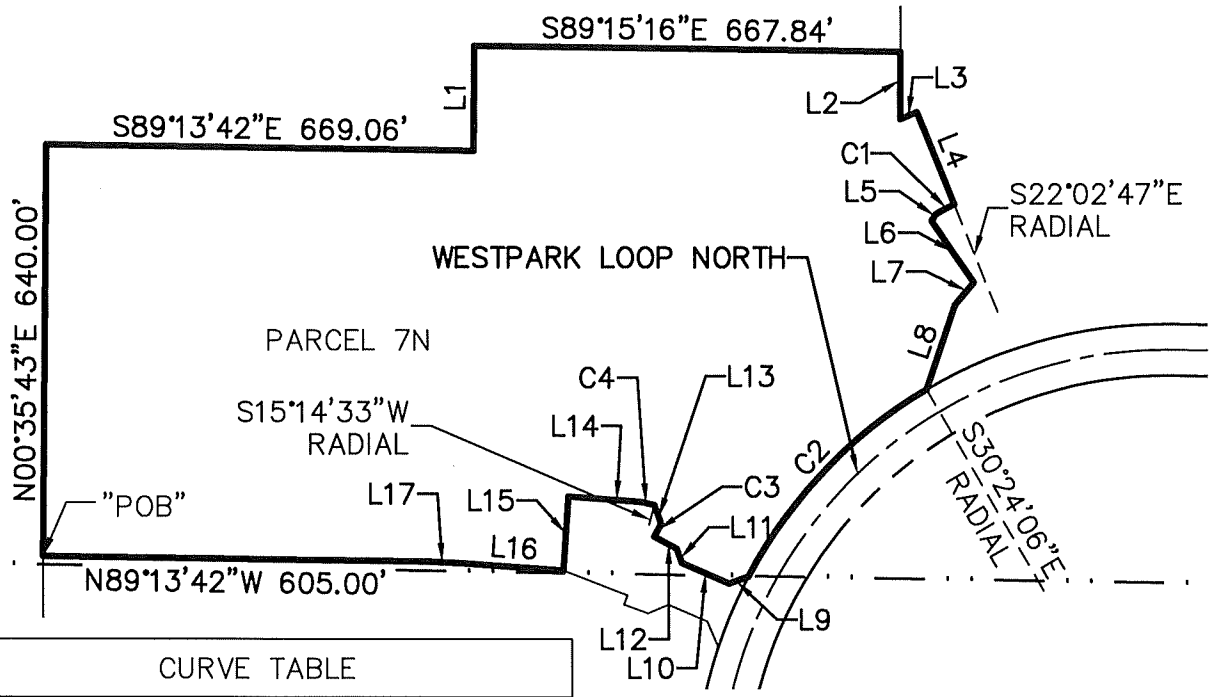


Scale: 1"=1000'

JOB NO. 21001100 DATE: 03-31-2026 SHEET 10 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "C"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA



CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C1	32.99'	180.00'	010°29'58"
C2	408.29'	740.00'	031°36'46"
C3	22.25'	760.00'	001°40'38"
C4	35.45'	180.00'	011°17'08"

LINE TABLE			LINE TABLE		
LINE #	DIRECTION	LENGTH	LINE #	DIRECTION	LENGTH
L1	N00°25'03"E	163.50'	L10	N66°39'39"W	80.96'
L2	S00°11'27"W	105.08'	L11	N19°32'06"W	23.10'
L3	N67°10'48"E	28.42'	L12	N61°24'52"W	40.00'
L4	S22°02'47"E	155.00'	L13	N19°47'06"W	31.47'
L5	S32°24'56"W	12.26'	L14	N86°02'34"W	100.16'
L6	S34°35'28"E	116.03'	L15	S03°57'26"W	115.00'
L7	S39°49'09"W	45.62'	L16	N86°02'34"W	159.00'
L8	S19°00'32"W	139.06'	L17	N87°35'36"W	51.89'
L9	S70°04'54"W	32.02'			

Scale: 1"=300'

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 11 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "C"
WESTPARK PHASE II PARCEL 7N
MID-2019-005 EXPANSION
CITY OF BUCKEYE, ARIZONA

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.F. DS – Enlarge SLID-2019-002 to include Westpark Phase II Parcel 7N
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 3
STAFF LIAISON: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, (480) 997-1702	
DEPARTMENT: Development Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 37-26 enlarging the Street Light Improvement District No. SLID-2019-002 within the corporate limits of the City of Buckeye; providing for the annual levy of taxes or assessments equally apportioned upon all of the non-public property owners in the District to purchase energy for the lighting of public streets and parks within and adjacent to streets in the proposed annexation to the District; and ordering the recording and filing of this Resolution.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
Per Resolution No. 37-26, enlarge the Street Light Improvement District No. SLID-2019-002 to include the Westpark Phase II Parcel 7N project; provide for the annual levy of taxes or assessments equally apportioned upon all of the non-public property owners within the District to purchase energy for the lighting of public streets and parks within and adjacent to the District; and order recording and filing of this Resolution.

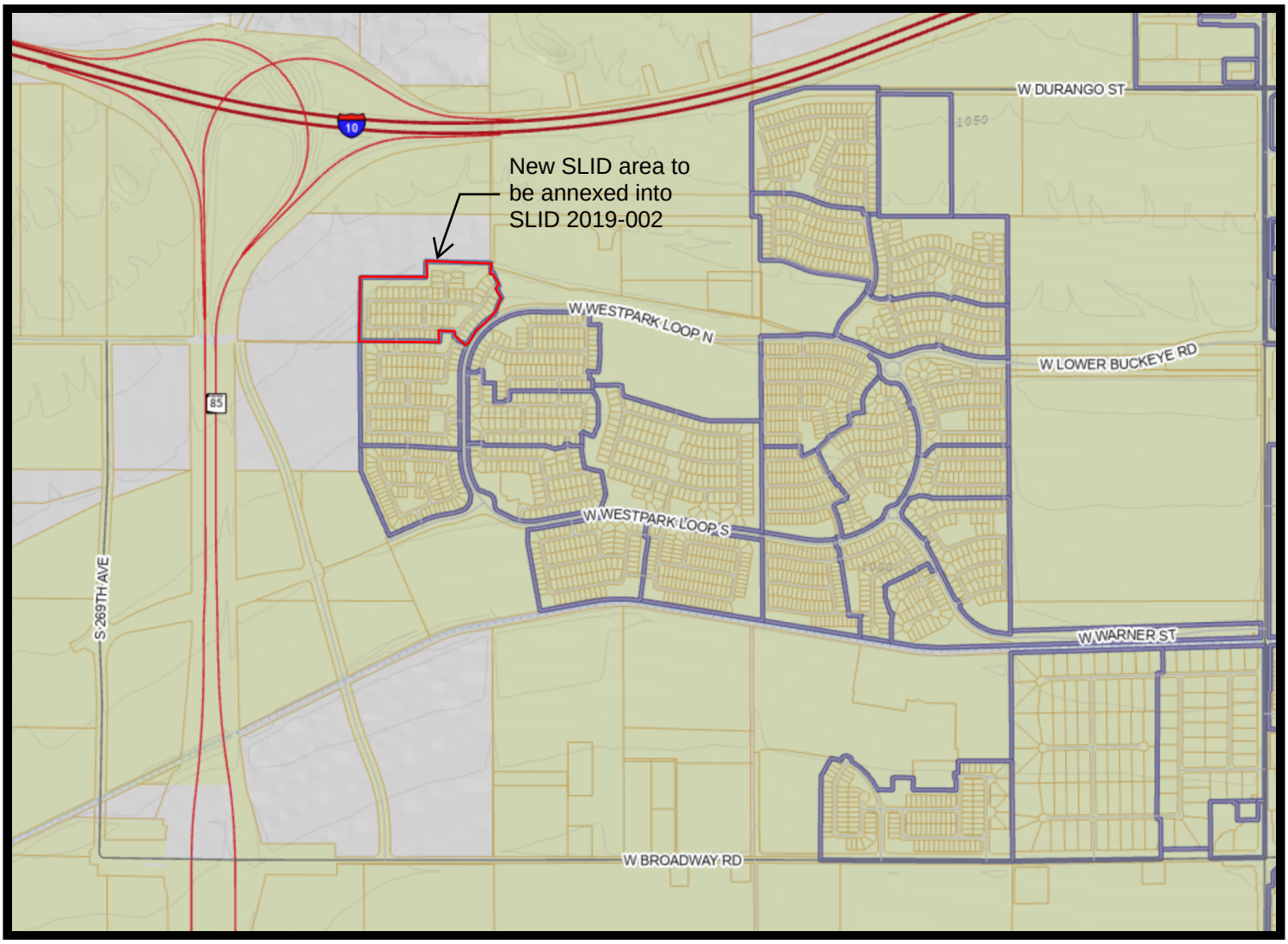
BENEFITS:
Both Street Lighting Improvement Districts (SLIDs) and Maintenance Improvement Districts (MIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. SLIDs ensure that only owners that benefit from the lighting in their community pay for that service. Having the costs of street lighting within a SLID borne by the owners in a development ensures that the revenue needed to fund these costs is always in place.

FUTURE ACTION:
A budget and further Council action will take place at the beginning of the next fiscal year to implement the enlargement to this District.

FINANCIAL IMPACT STATEMENT:
If not approved, the City would need to budget for these costs without the dedicated revenue source.

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
SLID 2019-002 Westpark Phase 2.2 Parcel 7N Expansion - Petition and Exhibits -Fully Executed.pdf
SLID 2019-002 Westpark Phase 2.2 Parcel 7N Expansion - Vicinity Map.pdf
Resolution No. 37-26 Enlarge SLID-2019-002 to include Westpark Phase II Parcel 7N (with Exhibits).pdf

Vicinity Map



WHEN RECORDED, RETURN TO:

City of Buckeye
ATTN: Lucinda J. Aja, City Clerk
530 East Monroe Avenue
Buckeye, Arizona 85326

RESOLUTION NO. 37-26

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, ENLARGING THE CITY OF BUCKEYE STREET LIGHTING IMPROVEMENT DISTRICT NO. SLID-2019-002; AND ORDERING THE RECORDING AND FILING OF THIS RESOLUTION.

WHEREAS, the Mayor and City Council of the City of Buckeye, Arizona (the "City") passed and adopted a resolution ordering the formation of City of Buckeye Street Lighting Improvement District No. SLID-2019-002 (the "District"), solely for the purpose of purchasing energy for lighting of the public streets within and adjacent to the District; and

WHEREAS, the owner of certain property adjoining the District has filed a petition seeking to enlarge the District to include the property described in the attached Exhibits A, B, and C (collectively, the "Annexed Area"); and

WHEREAS, by this Resolution the City Council of the City of Buckeye will enlarge the District by adding the Annexed Area to the District.

WHEREAS, pursuant to A.R.S. §§ 48-616 and -617, the Mayor and Council hereby find and determine that they have jurisdiction to add new territory to the District and hereby order the enlargement of the District to include the property described in the attached Exhibits A, B, and C.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona as follows:

Section 1. District Enlargement. The District is enlarged by the addition of the Annexed Area, as shown on Exhibits A, B, and C attached hereto and incorporated by reference into this Resolution. The Assessor's parcel number shown on Exhibit B is for convenience only. If either the legal description set forth in Exhibit A or the Assessor's parcel number sent forth in Exhibit B conflict with Exhibit C, Exhibit C shall govern and be determinative of a parcel's inclusion within, or exclusion from, the District, subject to the restrictions of Section 2 of this Resolution.

Section 2. Excluded Property; Annual Tax. No publicly owned land or property owned by a homeowners' association will be liable to pay any portion of the District's costs and expenses. The annual tax levied upon the District will remain in full force and effect and will apply to the District as enlarged by this Resolution. The District taxes will continue to be levied based on the number and classification of non-public parcels within the enlarged District, excluding those parcels which are publicly owned or owned by a homeowners' association.

Section 3. Recording and Filing. The City Clerk is ordered and directed to cause a certified copy of this Resolution to be recorded in the office of the Maricopa County Recorder. The City Clerk is further ordered and directed to file certified copies of this Resolution with the

Arizona Department of Revenue (the "Department") and the Maricopa County Assessor, pursuant to A.R.S. § 42-17257, together with all other information prescribed by the Director of the Department relating to the boundaries of newly enlarged taxing jurisdictions.

Section 4. Extension for Filing. If either the formation of the District occurs after November 1 of the year preceding the year in which initial taxes are to be levied, or this Resolution is not filed with both the Department and the Maricopa County Assessor prior to such November 1, the Mayor and Council hereby request, subject to the November 30 deadline for such request as provided in A.R.S. § 42-17257(B), that the Director of the Department extend the deadline prescribed by A.R.S. § 42-17257 to December 20, 2026.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this resolution.

PASSED AND ADOPTED by the Mayor and City Council of the City of Buckeye, Arizona on the 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Attachments
Exhibit A: Legal Description
Exhibit B: Assessor's Parcel Numbers and Owners' Names
Exhibit C: Boundary Map

CERTIFICATION

I, Lucinda J. Aja, the duly appointed and acting Clerk of the City of Buckeye, Arizona, do hereby certify that the above and foregoing Resolution No. 37-26 was duly passed by the Mayor and Council of the City of Buckeye, Arizona, at a City Council meeting held on May 5, 2026, and the vote was ___ ayes, ___ nays, ___ recused, and ___ were absent and that the Mayor and ___ Council Members were present thereat.

DATED: May 5, 2026.

_____
Lucinda J. Aja, City Clerk

EXHIBIT A

Legal Description

(consisting of 3 pages)

ATWELL

ONE COMPANY.
INFINITE SOLUTIONS.

EXHIBIT "A"
WESTPARK PHASE II PARCEL 7N
SLID-2019-002 EXPANSION
DOC. NO. 2020-0779129, MCR
CITY OF BUCKEYE, ARIZONA

LOCATED WITHIN A PORTION OF THE SOUTH HALF OF SECTION 13 AND NORTH HALF OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND STONE IN HANDHOLE ACCEPTED AS THE SOUTH QUARTER CORNER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, FROM WHICH A FOUND MONUMENT IN HANDHOLE, ACCEPTED AS THE SOUTHEAST CORNER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST, THEREOF BEARS S89°39'26"E A DISTANCE OF 2670.94 FEET;

THENCE, ALONG THE SOUTH LINE OF SAID SECTION 24, N89°39'13"W, A DISTANCE OF 1337.59 FEET;

THENCE, LEAVING THE SOUTH LINE OF SAID SECTION 24, N00°00'00"E A DISTANCE OF 5326.25 FEET TO THE **POINT OF BEGINNING;**

THENCE, N00°35'43"E A DISTANCE OF 640.00 FEET;

THENCE, S89°13'42"E A DISTANCE OF 669.06 FEET;

THENCE, N00°25'03"E A DISTANCE OF 163.50 FEET;

THENCE, S89°15'16"E A DISTANCE OF 667.84 FEET;

THENCE, S00°11'27"W A DISTANCE OF 105.08 FEET;

THENCE, N67°10'48"E A DISTANCE OF 28.42 FEET;

THENCE, S22°02'47"E A DISTANCE OF 155.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, SOUTHWESTERLY ALONG SAID CURVE AN ARC LENGTH OF 32.99 FEET, WITH A RADIUS OF 180.00 FEET AND THE RADIAL BEARING OF S22°02'47"E AND A CENTRAL ANGLE OF 10°29'58";

ATWELL

ONE COMPANY.
INFINITE SOLUTIONS.

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S32°24'56"W, A DISTANCE OF 12.26 FEET;

THENCE, S34°35'28"E A DISTANCE OF 116.03 FEET;

THENCE, S39°49'09"W A DISTANCE OF 45.62 FEET;

THENCE, S19°00'32"W A DISTANCE OF 139.06 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, SOUTHWESTERLY ALONG SAID CURVE AN ARC LENGTH OF 408.29 FEET, WITH A RADIUS OF 740.00 FEET AND THE RADIAL BEARING OF S30°24'06"E AND A CENTRAL ANGLE OF 31°36'46";

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S70°04'54"W, A DISTANCE OF 32.02 FEET;

THENCE, N66°39'39"W A DISTANCE OF 80.96 FEET;

THENCE, N19°32'06"W A DISTANCE OF 23.10 FEET;

THENCE, N61°24'52"W A DISTANCE OF 40.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE RIGHT;

THENCE, NORTHEASTERLY ALONG SAID CURVE AN ARC LENGTH OF 22.25 FEET, WITH A RADIUS OF 760.00 FEET AND THE RADIAL BEARING OF S61°24'52"E AND A CENTRAL ANGLE OF 01°40'38";

THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, N19°47'06"W, A DISTANCE OF 31.47 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE LEFT;

THENCE, WESTERLY ALONG SAID CURVE AN ARC LENGTH OF 35.45 FEET, WITH A RADIUS OF 180.00 FEET AND THE RADIAL BEARING OF S15°14'33"W AND A CENTRAL ANGLE OF 11°17'08";

THENCE, N86°02'34"W A DISTANCE OF 100.16 FEET;

THENCE, S03°57'26"W A DISTANCE OF 115.00 FEET;

THENCE, N86°02'34"W A DISTANCE OF 159.00 FEET;

THENCE, N87°35'36"W A DISTANCE OF 51.89 FEET;

THENCE, N89°13'42"W A DISTANCE OF 605.00 FEET TO THE **POINT OF BEGINNING**.

ONE COMPANY.
INFINITE SOLUTIONS.

THE ABOVE DESCRIBED PARCEL CONTAINS A COMPUTED AREA OF 950,258 SQUARE FEET OR 21.81 ACRES, MORE OR LESS AND IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS, OR RIGHTS OF WAY OF RECORD OR OTHERWISE.

THE DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE ANY SUBDIVISION REGULATIONS OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY OTHER LAND DIVISION RESTRICTIONS.

PREPARED BY:
ATWELL, LLC
4700 E. SOUTHERN AVENUE
MESA, ARIZONA 85206
PROJECT NO. 21001100
DATE: MARCH 31ST, 2026

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
Date Signed: 3/31/26
ARIZONA, U.S.A.

EXHIBIT B

Assessor Parcel Numbers and Owners' Names

(consisting of 6 pages)

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-869	CW-PARCEL 7N LLC
504-29-870	CW-PARCEL 7N LLC
504-29-871	CW-PARCEL 7N LLC
504-29-872	CW-PARCEL 7N LLC
504-29-873	CW-PARCEL 7N LLC
504-29-874	CW-PARCEL 7N LLC
504-29-875	CW-PARCEL 7N LLC
504-29-876	CW-PARCEL 7N LLC
504-29-877	CW-PARCEL 7N LLC
504-29-878	CW-PARCEL 7N LLC
504-29-879	CW-PARCEL 7N LLC
504-29-880	CW-PARCEL 7N LLC
504-29-881	CW-PARCEL 7N LLC
504-29-882	CW-PARCEL 7N LLC
504-29-883	CW-PARCEL 7N LLC
504-29-884	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO.
22282
JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 4 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8831

EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
SLID-2019-002 EXPANSION
DOC. NO. 2020-0779129, MCR
CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-885	CW-PARCEL 7N LLC
504-29-886	CW-PARCEL 7N LLC
504-29-887	CW-PARCEL 7N LLC
504-29-888	CW-PARCEL 7N LLC
504-29-889	CW-PARCEL 7N LLC
504-29-890	CW-PARCEL 7N LLC
504-29-891	CW-PARCEL 7N LLC
504-29-892	CW-PARCEL 7N LLC
504-29-893	CW-PARCEL 7N LLC
504-29-894	CW-PARCEL 7N LLC
504-29-895	CW-PARCEL 7N LLC
504-29-896	CW-PARCEL 7N LLC
504-29-897	CW-PARCEL 7N LLC
504-29-898	CW-PARCEL 7N LLC
504-29-899	CW-PARCEL 7N LLC
504-29-900	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
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JAMES G.
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03-31-2026
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ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 5 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
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EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
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CITY OF BUCKEYE, ARIZONA

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PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-901	CW-PARCEL 7N LLC
504-29-902	CW-PARCEL 7N LLC
504-29-903	CW-PARCEL 7N LLC
504-29-904	CW-PARCEL 7N LLC
504-29-905	CW-PARCEL 7N LLC
504-29-906	CW-PARCEL 7N LLC
504-29-907	CW-PARCEL 7N LLC
504-29-908	CW-PARCEL 7N LLC
504-29-909	CW-PARCEL 7N LLC
504-29-910	CW-PARCEL 7N LLC
504-29-911	CW-PARCEL 7N LLC
504-29-912	CW-PARCEL 7N LLC
504-29-913	CW-PARCEL 7N LLC
504-29-914	CW-PARCEL 7N LLC
504-29-915	CW-PARCEL 7N LLC
504-29-916	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
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JOB NO. 21001100 DATE: 03-31-2026 SHEET 6 OF 11

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EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
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CITY OF BUCKEYE, ARIZONA

PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-917	CW-PARCEL 7N LLC
504-29-918	CW-PARCEL 7N LLC
504-29-919	CW-PARCEL 7N LLC
504-29-920	CW-PARCEL 7N LLC
504-29-921	CW-PARCEL 7N LLC
504-29-922	CW-PARCEL 7N LLC
504-29-923	CW-PARCEL 7N LLC
504-29-924	CW-PARCEL 7N LLC
504-29-925	CW-PARCEL 7N LLC
504-29-926	CW-PARCEL 7N LLC
504-29-927	CW-PARCEL 7N LLC
504-29-928	CW-PARCEL 7N LLC
504-29-929	CW-PARCEL 7N LLC
504-29-930	CW-PARCEL 7N LLC
504-29-931	CW-PARCEL 7N LLC
504-29-932	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
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JOB NO. 21001100 DATE: 03-31-2026 SHEET 7 OF 11

ATWELL
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EXHIBIT "B"
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PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-933	CW-PARCEL 7N LLC
504-29-934	CW-PARCEL 7N LLC
504-29-935	CW-PARCEL 7N LLC
504-29-936	CW-PARCEL 7N LLC
504-29-937	CW-PARCEL 7N LLC
504-29-938	CW-PARCEL 7N LLC
504-29-939	CW-PARCEL 7N LLC
504-29-940	CW-PARCEL 7N LLC
504-29-941	CW-PARCEL 7N LLC
504-29-942	CW-PARCEL 7N LLC
504-29-943	CW-PARCEL 7N LLC
504-29-944	CW-PARCEL 7N LLC
504-29-945	CW-PARCEL 7N LLC
504-29-946	CW-PARCEL 7N LLC
504-29-947	CW-PARCEL 7N LLC
504-29-948	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
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JAMES G.
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03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 8 OF 11

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
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EXHIBIT "B"
WESTPARK PHASE II PARCEL 7N
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PARCEL 7N

ASSESSOR PARCEL NUMBER	OWNER
504-29-949	CW-PARCEL 7N LLC
504-29-950	CW-PARCEL 7N LLC
504-29-951	CW-PARCEL 7N LLC
504-29-952	CW-PARCEL 7N LLC
504-29-953	CW-PARCEL 7N LLC
504-29-954	CW-PARCEL 7N LLC
504-29-955	CW-PARCEL 7N LLC

PROFESSIONAL LAND SURVEYOR
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ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 9 OF 11

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EXHIBIT "B"
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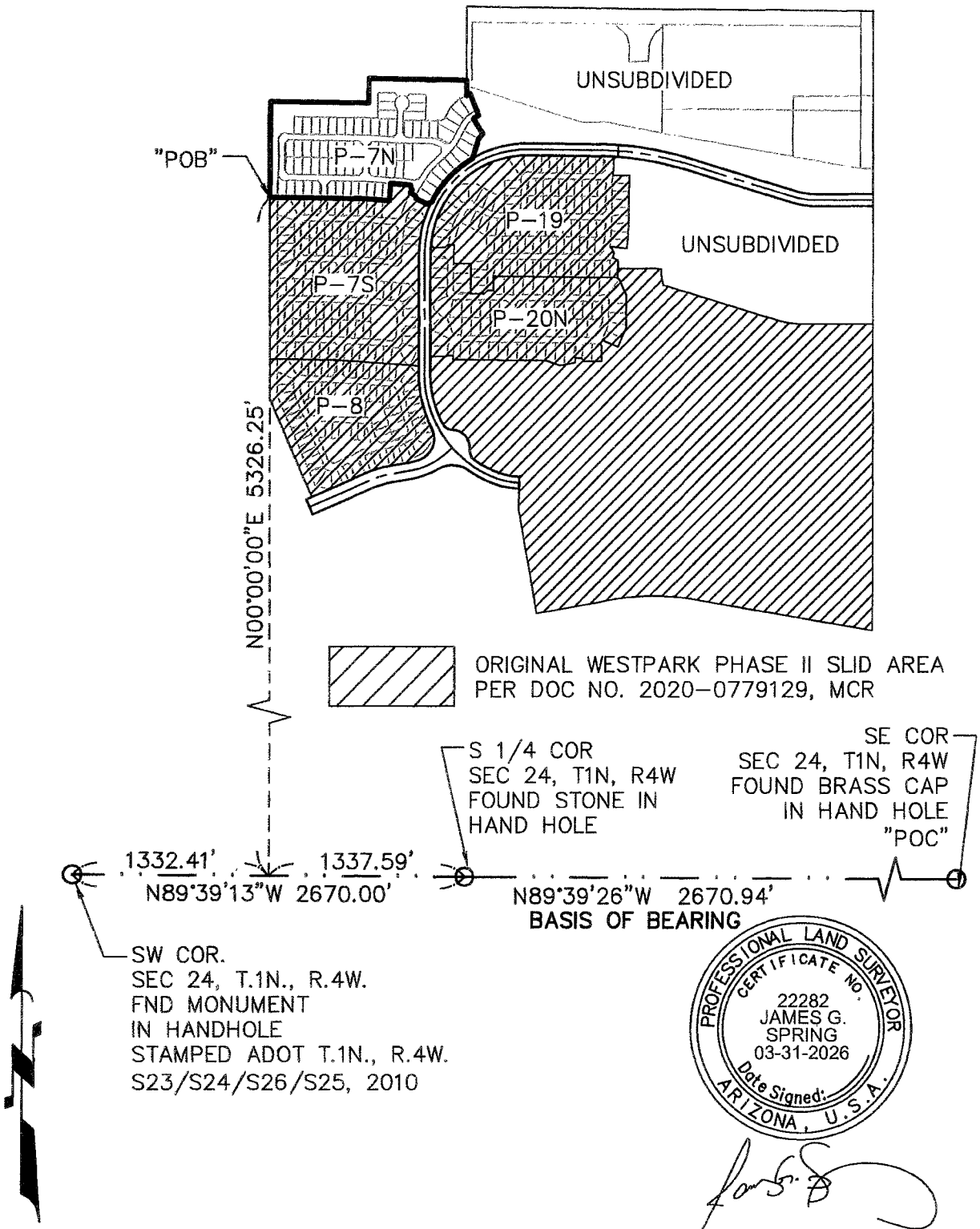
EXHIBIT C

Boundary Map

(consisting of 2 pages)



Scale: 1"=1000'

JOB NO. 21001100 DATE: 03-31-2026 SHEET 10 OF 11

ATWELL
866.850.4200 www.atwell-group.com
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EXHIBIT "C"
WESTPARK PHASE II PARCEL 7N
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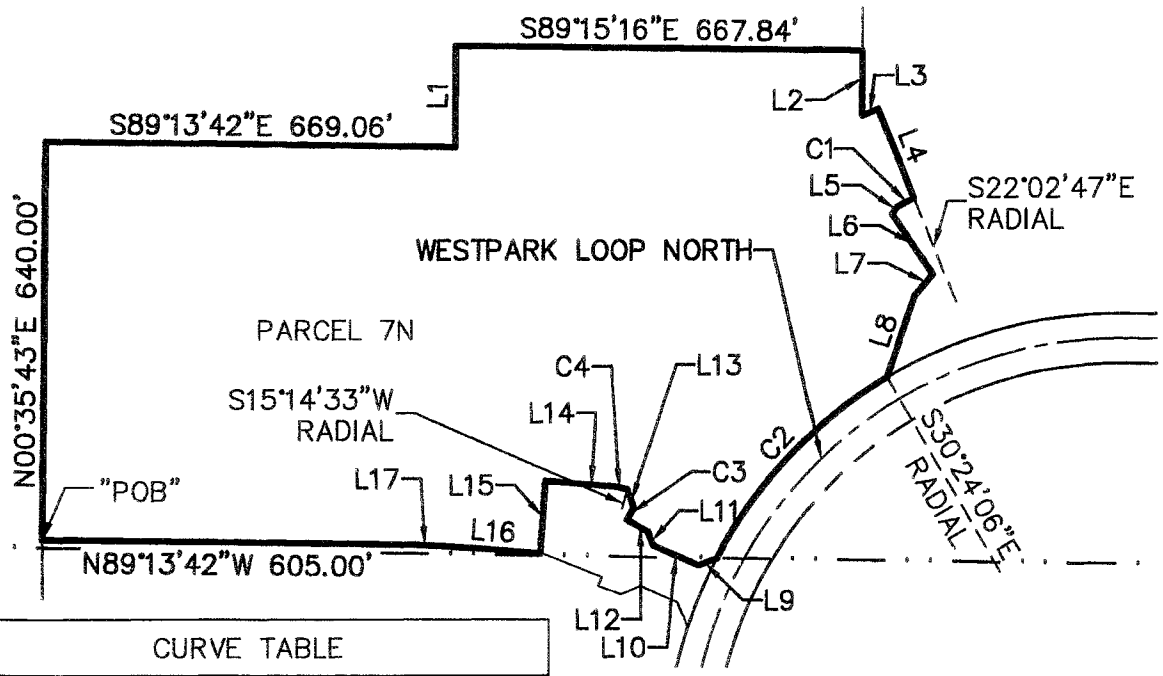

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C1	32.99'	180.00'	010°29'58"
C2	408.29'	740.00'	031°36'46"
C3	22.25'	760.00'	001°40'38"
C4	35.45'	180.00'	011°17'08"

LINE TABLE			LINE TABLE		
LINE #	DIRECTION	LENGTH	LINE #	DIRECTION	LENGTH
L1	N00°25'03"E	163.50'	L10	N66°39'39"W	80.96'
L2	S00°11'27"W	105.08'	L11	N19°32'06"W	23.10'
L3	N67°10'48"E	28.42'	L12	N61°24'52"W	40.00'
L4	S22°02'47"E	155.00'	L13	N19°47'06"W	31.47'
L5	S32°24'56"W	12.26'	L14	N86°02'34"W	100.16'
L6	S34°35'28"E	116.03'	L15	S03°57'26"W	115.00'
L7	S39°49'09"W	45.62'	L16	N86°02'34"W	159.00'
L8	S19°00'32"W	139.06'	L17	N87°35'36"W	51.89'
L9	S70°04'54"W	32.02'			

Scale: 1"=300'

PROFESSIONAL LAND SURVEYOR
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JAMES G.
SPRING
03-31-2026
Date Signed:
ARIZONA, U.S.A.

JOB NO. 21001100 DATE: 03-31-2026 SHEET 11 OF 11

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EXHIBIT "C"
WESTPARK PHASE II PARCEL 7N
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CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.G. DS – Enlarge SLID-2006-016 to include SWC Broadway & Watson
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 1
STAFF LIAISON: Ron Moll, City Engineer, rmoll@buckeyeaz.gov, (480)997-1702	
DEPARTMENT: Development Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 41-26 enlarging the City of Buckeye Street Lighting Improvement District No. SLID-2006-016; and ordering the recording and filing of this Resolution.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
Per Resolution No. 41-26, enlarge the Street Light Improvement District No. SLID-2006-016 to include the SWC Broadway & Watson project; provide for the annual levy of taxes or assessments equally apportioned upon all of the non-public property owners within the District to purchase energy for the lighting of public streets and parks within and adjacent to the District; and order recording and filing of this Resolution.

BENEFITS:
Both Street Lighting Improvement Districts (SLIDs) and Maintenance Improvement Districts (MIDs) provide for the benefit of ensuring that there is a balance of revenue and expenditures to provide for the quality of life for the residents/owners of a particular development without an undue burden upon the existing community. SLIDs ensure that only owners that benefit from the lighting in their community pay for that service. Having the costs of street lighting within a SLID borne by the owners in a development ensures that the revenue needed to fund these costs is always in place.

FUTURE ACTION:
A budget and further Council action will take place at the beginning of the next fiscal year to implement the enlargement to this District.

FINANCIAL IMPACT STATEMENT:
If not approved, the City would need to budget for these costs without the dedicated revenue source.

FINANCIAL IMPACT STATEMENT:
N/A

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
SLID 2006-016 Broadway and Watson Expansion-Petition and Exhibits-Fully Executed.pdf

SLID 2006-016 Broadway and Watson Expansion-Vicinity Map.pdf
Resolution 41-26 Enlarge SLID-2006-016 to include SWC Broadway and Watson (with Exhibits).pdf

When Recorded, Return to:

City of Buckeye
ATTN: City Clerk, Lucinda J. Aja
530 East Monroe Avenue
Buckeye, Arizona 85326

PETITION, WAIVER AND CONSENT TO INCLUSION OF ADDITIONAL LAND WITHIN AN EXISTING STREET LIGHTING IMPROVEMENT DISTRICT BY THE CITY OF BUCKEYE

SWC BROADWAY & WATSON
ANNEXATION TO SLID-2006-016

To: Honorable Mayor and Councilmembers City of Buckeye, Arizona

Pursuant to Arizona Revised Statutes ("*A.R.S.*") Title 48, Chapter 4, Article 2 (the "*Improvement District Law*"), the undersigned property owner (the "*Petitioner*") respectfully petitions the City Council of the City of Buckeye, Arizona ("*City Council*") to order the enlargement of the existing City of Buckeye Street Lighting Improvement District No. SLID-2006-016 (the "*District*") under the Improvement District Law. In support of this Petition, Waiver and Consent to Inclusion of Additional Land within an Existing Street Lighting Improvement District by the City of Buckeye (this "*Petition*"), the Petitioner agrees to waive certain rights under the Improvement District Law and hereby consents to the annexation and inclusion of the land shown on *Exhibits A*, *B*, and *C* to be annexed into the District.

1. Area to be Added to District. The property comprising the proposed addition to the existing District is described by a legal description, Assessor's parcel number and a map or plat of the area, all as set forth in *Exhibits A*, *B*, and *C*, attached hereto and incorporated herein by this reference. The proposed enlarged District consists of an aggregate of 19.626 acres (854903 square feet) and is entirely within the corporate boundaries of the City of Buckeye, Arizona (the "*City*"). The Petitioner respectfully requests that the land described and depicted on *Exhibits A*, *B*, and *C* be annexed into and become included within the District. The Assessor's parcel number set forth in *Exhibit B* is for convenience only. Should either the legal description set forth in *Exhibit A* or Assessor's parcel number set forth in *Exhibit B* conflict with *Exhibit C*, *Exhibit C* shall govern.

2. Authority. The Petitioner is the sole owner of all non-public real property within the area proposed to be annexed to the District.

3. Purpose. The District was formed solely for the purchase of energy for lighting the streets and public parks within and adjacent to the District.

4. Public Convenience and Necessity. The necessity for the enlargement of the District is the purchase of energy for lighting the streets and public parks within the proposed

enlarged District by the levying of an annual ad valorem tax or by an equal apportionment of taxes upon all of the non-public real property of the District as provided in A.R.S. § 48-616(C).

5. Payment of Costs by Petitioner. The Petitioner agrees to pay the costs and expenses of operation, repair and energy for street lighting within and surrounding the proposed addition to the District that operate prior to July 1, 2027, because the District will not be able to levy taxes for such expenses of the area added to the District prior to the City's fiscal year 2027/2028. Tax collections of taxes levied on the addition to be annexed to the District will not be posted to the City until on or about July 1, 2027, and the City does not expect to receive taxes from the property described and depicted in *Exhibits A*, *B*, and *C* before November 1, 2027.

6. Reimbursement. The Petitioner agrees to reimburse the City for all reasonable legal and engineering fees and costs incurred by the City with respect to the enlargement of the District.

7. Expansion of or Annexation to the District. The Petitioner waives any objections to, or protest against, future enlargement or enlargements of the District and also waives all notices of such enlargement or enlargements, whether required to be published, posted, or mailed with respect to the later enlargement of the District's boundaries; the Petitioner further waives any objection to, or protest against, the consolidation of the District with any other similar district or districts.

8. Waiver and Consent. The Petitioner, with full knowledge of its rights being waived hereunder, hereby expressly waives:

a) The right to challenge or object to any and all irregularities, illegalities or deficiencies which may exist in the acts or proceedings that resulted in or will result in the adoption of the Resolution of Intention, the Resolution Forming the District, and the Resolution(s) Enlarging the District, or any Notices pertaining thereto;

b) Any necessity for publication, posting, or mailing of the Resolution(s) Enlarging the District, Notices of Proposed Improvements, or Notices described in A.R.S. §§ 48-574(J) and 48-616(M);

c) All protest rights whatsoever under A.R.S. §§ 48-579(A)-(B) and 48-616(M), which provide for protests against the work or objections to the extent of the enlargement of the District; and

d) Any necessity for any notice or hearing with respect to land owned by the Petitioner now within the District or within the property comprising the proposed addition to the District.

9. Fees. The Petitioner has paid, or will pay, any and all District application fees.

10. Equal Apportionment. The Petitioner hereby petitions the City Council to equally apportion the District's annual taxes based on the number and classifications of properties within the proposed enlarged District pursuant to A.R.S. § 48-616(J).

11. Waiver. This Petition shall also be deemed to be a petition of more than one-half (1/2) of the taxable property units and more than one-half (1/2) of the assessed valuation within the proposed addition to the District and as such shall also be deemed to be a waiver of any and all requirements to file a petition under A.R.S. § 48-576, as amended.

12. Public Benefit. The purchase of energy to operate street lighting improvements within the area to be annexed is of more than local or ordinary public benefit.

13. Successors and Assigns. To the extent permitted by law, this Petition shall be binding on all successors or assigns of the Petitioner who hereafter own or have an interest in the property described and depicted in *Exhibits A*, *B*, and *C*.

14. Authority to Sign Petition. The individual signing this Petition represents and warrants to the City that he is duly authorized to (i) sign the Petition to form or enlarge the District, as applicable; (ii) bind the Petitioner to the matters set forth in this Petition; and (iii) agree to hold the City harmless for, from and against any claims in connection with the formation or enlargement of the District.

15. Recordation. This Petition may be recorded in the office of the Maricopa County Recorder and in the office of the Superintendent of Streets of the City.

PROPERTY: See attached *Exhibits A*, *B*, and *C*

[Remainder of Page Intentionally Left Blank]

[Signature Pages Follows]

IN WITNESS WHEREOF, the undersigned authorized representative has executed this Petition as of the 30th day of March, 2026.

ARMSTRONG BROADWAY WATSON LLC, an Arizona Limited Liability Company

By: _____

Its: VICE PRESIDENT

STATE OF Arizona)
) ss.
County of Maricopa)

VERIFICATION

Kevin Parker, after being first duly sworn upon oath, deposes and states:
That I am the authorized signer of ARMSTRONG BROADWAY WATSON LLC, an Arizona Limited Liability Company ; I have been duly authorized to sign this Petition and make this Verification in that capacity; that I have read the foregoing Petition, and I know the contents thereof to be true.

SUBSCRIBED AND SWORN TO by Kevin Parker before me, the undersigned notary public, this 30 day of March, 2026.

DAISY DESAMAIS
Notary Public - State of Arizona
MARICOPA COUNTY
Commission # 666506
Expires April 20, 2028

(Seal and Expiration Date)

_____
Notary Public

[SIGNATURES CONTINUE ON FOLLOWING PAGES]

RECEIPT this _____ day of _____, 2026, of the foregoing Petition is hereby acknowledged by the City Clerk of the City of Buckeye, Arizona, who will deliver said Petition to the City Council for action.

_____

Lucinda J. Aja, City Clerk

EXHIBIT A
LEGAL DESCRIPTION FOR CITY OF BUCKEYE
STREET LIGHT IMPROVEMENT DISTRICT
NO. SLID 2006-016 EXPANSION

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 3 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 28, BEING A FOUND BRASS CAP IN HANDHOLE, FROM WHICH THE NORTH ONE-QUARTER CORNER OF SAID SECTION 28, BEING A BRASS CAP FLUSH BEARS NORTH 89°56'17" WEST 2649.79 FEET;

THENCE UPON THE EAST LINE OF SAID NORTHEAST QUARTER SOUTH 00°16'55" EAST 1323.03 FEET;

THENCE SOUTH 89°43'53" WEST 355.97 FEET;

THENCE NORTH 00°15'27" WEST 435.02 FEET;

THENCE NORTH 89°56'23" WEST 435.27 FEET;

THENCE NORTH 00°16'30" WEST 720.04 FEET;

THENCE SOUTH 89°56'27" EAST 59.95 FEET;

THENCE NORTH 00°07'51" WEST 60.05 FEET;

THENCE SOUTH 89°58'51" WEST 60.05 FEET;

THENCE NORTH 00°30'49" WEST 110.07 FEET TO THE NORTH LINE OF SAID NORTHEAST QUARTER;

THENCE UPON SAID NORTH LINE SOUTH 89°56'17" EAST 791.37 FEET TO THE **POINT OF BEGINNING**.

CONTAINING: 854,903 SQUARE FEET OR 19.626 ACRES OF LAND, MORE OR LESS.

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
21765
HAROLD N.
EPPERSON
Date Signed 2/20/26
ARIZONA, U.S.A.
CFEDS #1047

H&J CONSULTING, LLC ***20165 North 67th Avenue, Suite 122A*** ***Glendale, Arizona 85308*** ***Phone:(602) 882-2371*** ***hal@hnjsurvey.com*** ***www.hnjsurvey.com***	***EXHIBIT A***	
	GROSS LEGAL DESCRIPTION LOCATED IN THE NE 1/4, SEC. 28, T1N, R3W, G&SRM, MARICOPA COUNTY, ARIZONA.	Drn: 926 Ck'd: HNE Scale: 1"= NTS
	Date: 02/20/26 Job No: 25-098A	Sheet 1 of 1

EXHIBIT B
ASSESSOR PARCEL NUMBERS FOR CITY OF BUCKEYE STREET LIGHT IMPROVEMENT DISTRICT NO. SLID 2006-016 EXPANSION

ASSESSOR PARCEL NUMBER	OWNER
504-41-004K	ARMSTRONG BROADWAY WATSON LLC

REGISTERED LAND SURVEYOR
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MARICOPA COUNTY, ARIZONA.

Drn: 926
Ck'd: HNE
Scale: 1"= NTS
Date: 02/20/26 Job No: 25-098A
Sheet 1 of 1

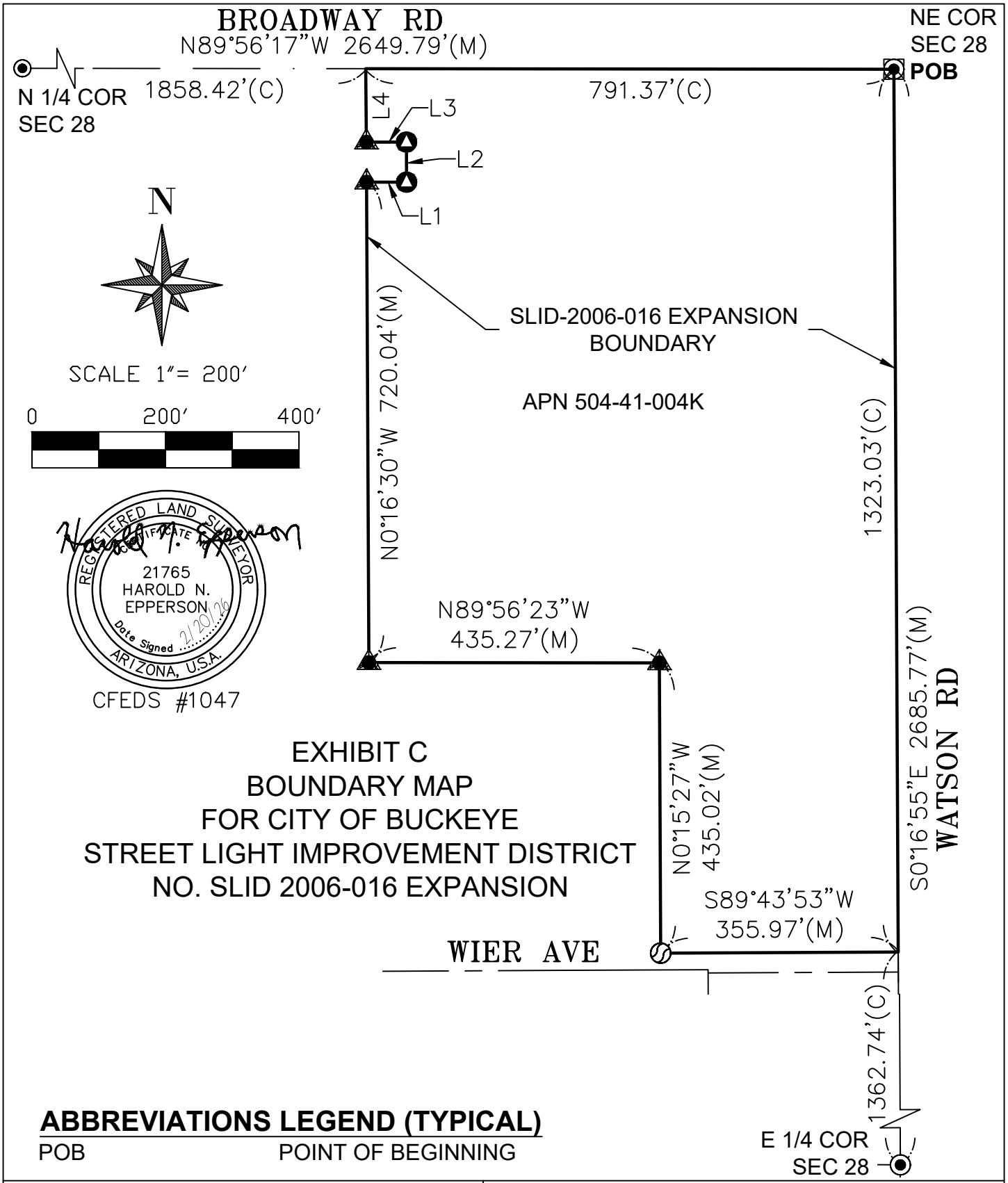

EXHIBIT C
BOUNDARY MAP
FOR CITY OF BUCKEYE
STREET LIGHT IMPROVEMENT DISTRICT
NO. SLID 2006-016 EXPANSION

ABBREVIATIONS LEGEND (TYPICAL)

POB POINT OF BEGINNING

H&J CONSULTING, LLC ***20165 North 67th Avenue, Suite 122A*** ***Glendale, Arizona 85308*** ***Phone:(602) 882-2371*** ***hal@hnjsurvey.com*** ***www.hnjsurvey.com***	***EXHIBIT C***	
	BOUNDARY DEPICTION LOCATED IN THE NE 1/4, SEC. 28, T1N, R3W, G&SRM, MARICOPA COUNTY, ARIZONA.	*Drn: 926* *Ck'd: HNE* *Scale: 1"= 200'*
	Date: 02/20/26 *Job No: 25-098A*	*Sheet 1 of 2*

LINE TABLE		
LINE NO.	DIRECTION	LENGTH
L1	S89°56'27"E	59.95'
L2	N0°07'51"W	60.05'
L3	S89°58'51"W	60.05'
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EXHIBIT C

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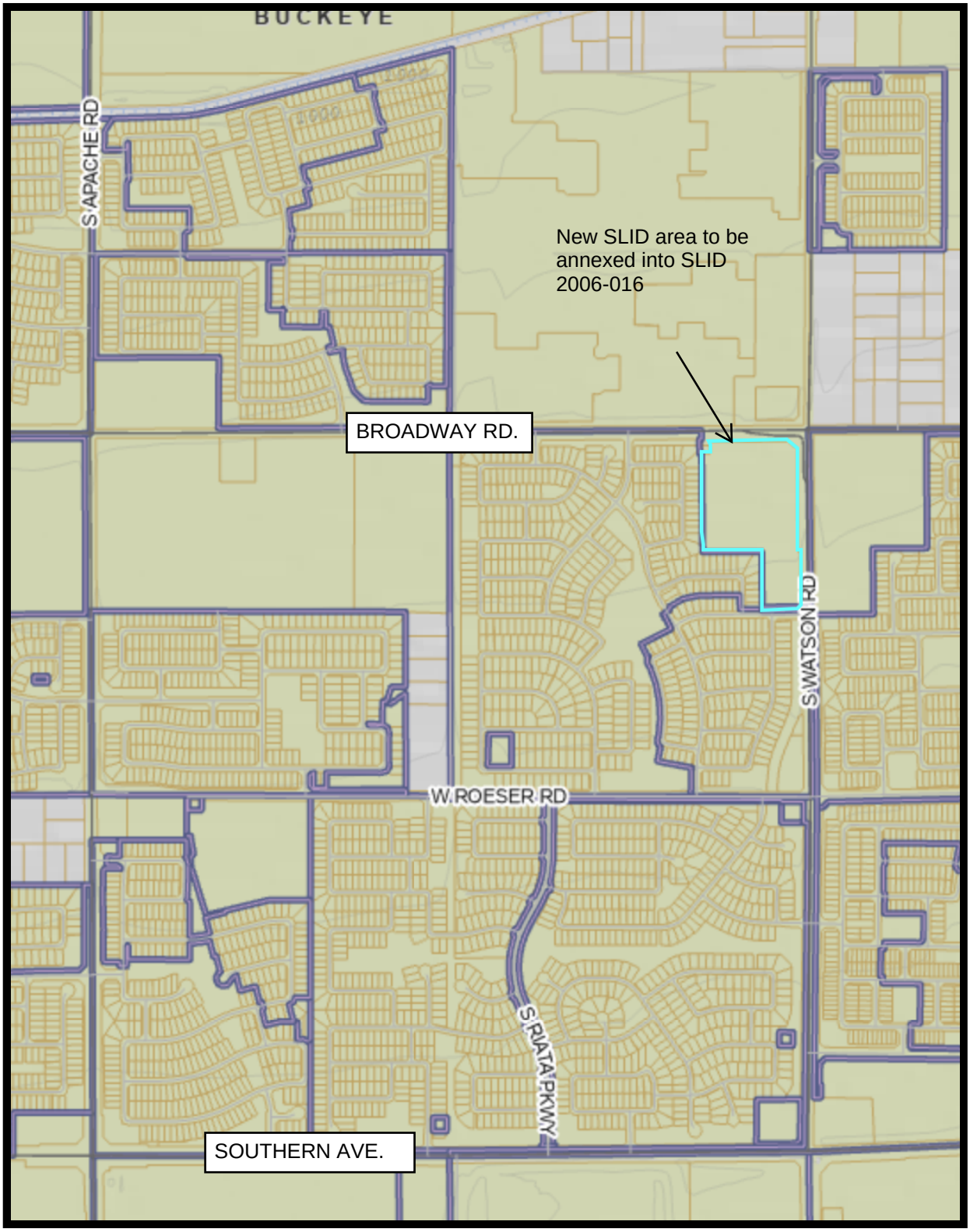
MARICOPA COUNTY, ARIZONA.

Drn: 926
Ck'd: HNE
Scale: 1"= NTS

Date: 02/20/26 | Job No: 25-098A | Sheet 2 of 2

Vicinity Map



WHEN RECORDED, RETURN TO:

City of Buckeye
ATTN: Lucinda J. Aja, City Clerk
530 East Monroe Avenue
Buckeye, Arizona 85326

RESOLUTION NO. 41-26

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, ENLARGING THE CITY OF BUCKEYE STREET LIGHTING IMPROVEMENT DISTRICT NO. SLID-2006-016; AND ORDERING THE RECORDING AND FILING OF THIS RESOLUTION.

WHEREAS, the Mayor and City Council of the City of Buckeye, Arizona (the "City") passed and adopted a resolution ordering the formation of City of Buckeye Street Lighting Improvement District No. SLID-2006-016 (the "District"), solely for the purpose of purchasing energy for lighting of the public streets within and adjacent to the District; and

WHEREAS, the owner of certain property adjoining the District has filed a petition seeking to enlarge the District to include the property described in the attached Exhibits A, B, and C (collectively, the "Annexed Area"); and

WHEREAS, by this Resolution the City Council of the City of Buckeye will enlarge the District by adding the Annexed Area to the District.

WHEREAS, pursuant to A.R.S. §§ 48-616 and -617, the Mayor and Council hereby find and determine that they have jurisdiction to add new territory to the District and hereby order the enlargement of the District to include the property described in the attached Exhibits A, B, and C.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona as follows:

Section 1. District Enlargement. The District is enlarged by the addition of the Annexed Area, as shown on Exhibits A, B, and C attached hereto and incorporated by reference into this Resolution. The Assessor's parcel number shown on Exhibit B is for convenience only. If either the legal description set forth in Exhibit A or the Assessor's parcel number sent forth in Exhibit B conflict with Exhibit C, Exhibit C shall govern and be determinative of a parcel's inclusion within, or exclusion from, the District, subject to the restrictions of Section 2 of this Resolution.

Section 2. Excluded Property; Annual Tax. No publicly owned land or property owned by a homeowners' association will be liable to pay any portion of the District's costs and expenses. The annual tax levied upon the District will remain in full force and effect and will apply to the District as enlarged by this Resolution. The District taxes will continue to be levied based on the number and classification of non-public parcels within the enlarged District, excluding those parcels which are publicly owned or owned by a homeowners' association.

Section 3. Recording and Filing. The City Clerk is ordered and directed to cause a certified copy of this Resolution to be recorded in the office of the Maricopa County Recorder. The City Clerk is further ordered and directed to file certified copies of this Resolution with the

Arizona Department of Revenue (the "Department") and the Maricopa County Assessor, pursuant to A.R.S. § 42-17257, together with all other information prescribed by the Director of the Department relating to the boundaries of newly enlarged taxing jurisdictions.

Section 4. Extension for Filing. If either the formation of the District occurs after November 1 of the year preceding the year in which initial taxes are to be levied, or this Resolution is not filed with both the Department and the Maricopa County Assessor prior to such November 1, the Mayor and Council hereby request, subject to the November 30 deadline for such request as provided in A.R.S. § 42-17257(B), that the Director of the Department extend the deadline prescribed by A.R.S. § 42-17257 to December 20, 2026.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this resolution.

PASSED AND ADOPTED by the Mayor and City Council of the City of Buckeye, Arizona on the 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Attachments
Exhibit A: Legal Description
Exhibit B: Assessor's Parcel Numbers and Owners' Names
Exhibit C: Boundary Map

CERTIFICATION

I, Lucinda J. Aja, the duly appointed and acting Clerk of the City of Buckeye, Arizona, do hereby certify that the above and foregoing Resolution No. 41-26 was duly passed by the Mayor and Council of the City of Buckeye, Arizona, at a City Council meeting held on May 5, 2026, and the vote was ___ ayes, ___ nays, ___ recused, and ___ were absent and that the Mayor and ___ Council Members were present thereat.

DATED: May 5, 2026.

_____
Lucinda J. Aja, City Clerk

EXHIBIT A

Legal Description

(consisting of 1 page)

EXHIBIT A
LEGAL DESCRIPTION FOR CITY OF BUCKEYE
STREET LIGHT IMPROVEMENT DISTRICT
NO. SLID 2006-016 EXPANSION

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 3 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 28, BEING A FOUND BRASS CAP IN HANDHOLE, FROM WHICH THE NORTH ONE-QUARTER CORNER OF SAID SECTION 28, BEING A BRASS CAP FLUSH BEARS NORTH 89°56'17" WEST 2649.79 FEET;

THENCE UPON THE EAST LINE OF SAID NORTHEAST QUARTER SOUTH 00°16'55" EAST 1323.03 FEET;

THENCE SOUTH 89°43'53" WEST 355.97 FEET;

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CONTAINING: 854,903 SQUARE FEET OR 19.626 ACRES OF LAND, MORE OR LESS.

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
21765
HAROLD N.
EPPERSON
Date Signed 2/20/26
ARIZONA, U.S.A.
CFEDS #1047

H&J CONSULTING, LLC ***20165 North 67th Avenue, Suite 122A*** ***Glendale, Arizona 85308*** ***Phone:(602) 882-2371*** ***hal@hnjsurvey.com*** ***www.hnjsurvey.com***	***EXHIBIT A***	
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	Date: 02/20/26 Job No: 25-098A	Sheet 1 of 1

EXHIBIT B

Assessor Parcel Numbers and Owners' Names

(consisting of 1 page)

EXHIBIT B
ASSESSOR PARCEL NUMBERS FOR CITY OF BUCKEYE STREET LIGHT IMPROVEMENT DISTRICT NO. SLID 2006-016 EXPANSION

ASSESSOR PARCEL NUMBER	OWNER
504-41-004K	ARMSTRONG BROADWAY WATSON LLC

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
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Scale: 1"= NTS
Date: 02/20/26 Job No: 25-098A
Sheet 1 of 1

EXHIBIT C

Boundary Map

(consisting of 2 pages)

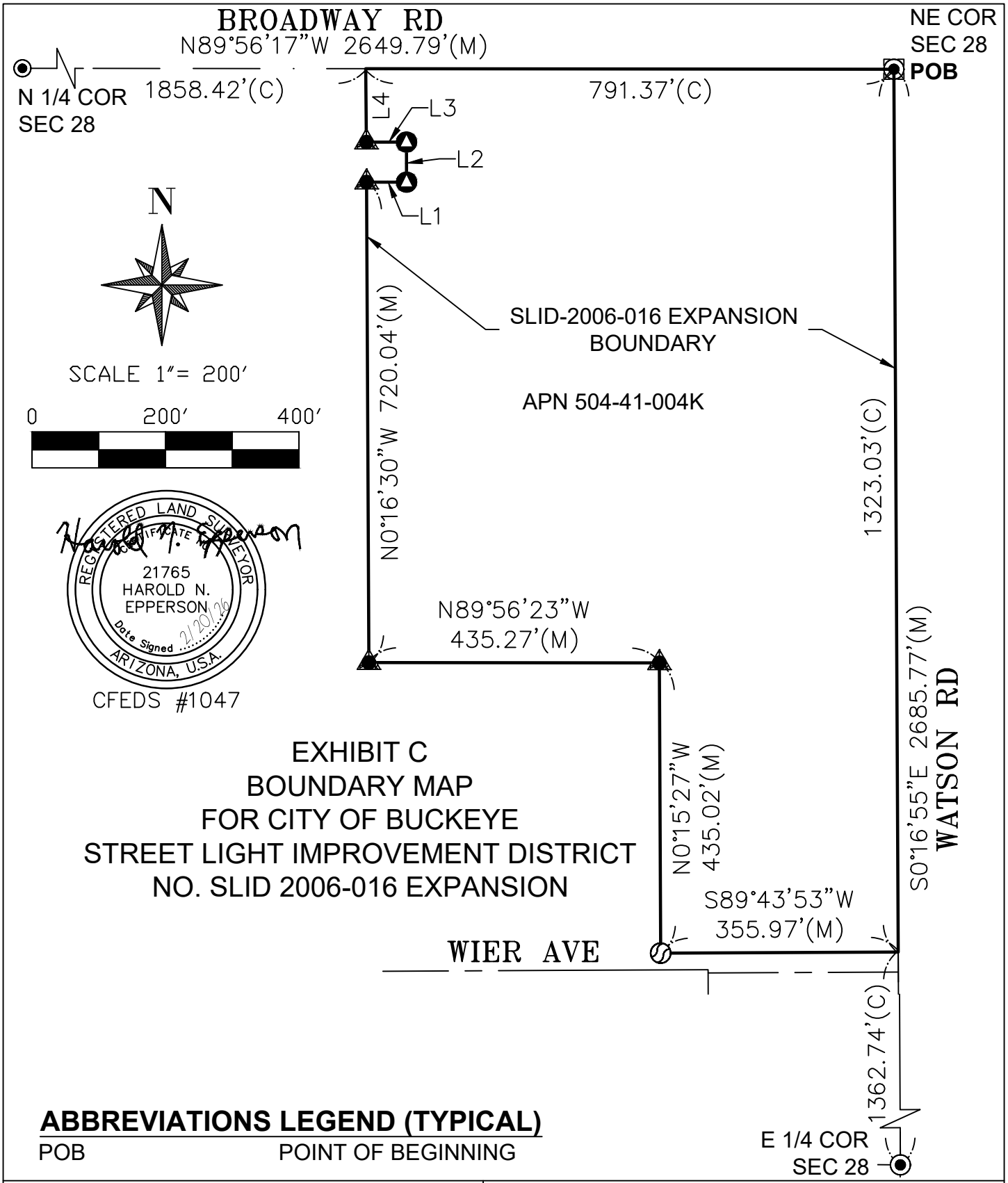

EXHIBIT C
BOUNDARY MAP
FOR CITY OF BUCKEYE
STREET LIGHT IMPROVEMENT DISTRICT
NO. SLID 2006-016 EXPANSION

ABBREVIATIONS LEGEND (TYPICAL)

POB POINT OF BEGINNING

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Scale: 1"= NTS

Date: 02/20/26 | Job No: 25-098A | Sheet 2 of 2

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.H. FIN - Fiscal Year 2027 Congressional Directed Spending: State Route 85 and Southern Avenue Application
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $6,223,965 grant application through the Fiscal Year 2027 Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Southern Avenue, with a federal grant request of $4,979,172, and a local match of $1,244,793 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:
The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Southern Avenue by submitting a grant application that entails installing a traffic signal at each intersection, widening Southern Avenue to provide two eastbound and westbound through lanes through the intersection, the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards.

BENEFITS:
The proposed and requested technology will increase roadway safety at SR 85 and Southern Avenue for all roadway users. Safety for all roadway users is the primary goal, and the City hopes to reduce the number of crashes and fatalities through the installation of traffic signals and the overhead Variable Message Signs, as drivers will be informed prior to facing potentially dangerous roadway hazards and conditions. Another benefit is the installation of integrated traffic signal timing optimization, which will help reduce traffic-related emissions.

FUTURE ACTION:
After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

FINANCIAL IMPACT STATEMENT:
The Federal grant portion is $4,979,172, with a $1,244,793 match from the City of Buckeye, if awarded. This project is included in the City's Capital Improvement Program, CIP 108070.

CURRENT FISCAL YEAR TOTAL COST:
The total fiscal year 2027 cost is $6,223,965, of which $4,979,172 is reimbursable under the budget. This project is part of the City of Buckeye's Capital Improvement Program, CIP 108070.

BUDGETED:
Yes

FISCAL YEAR:
2027

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
App Submitted 3.18.26.pdf
CAR Recap Summary SR 85 & Southern.docx

Courtney Gomez

From: Rob Roach
Sent: Wednesday, March 18, 2026 2:28 PM
To: Courtney Gomez
Subject: Fw: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

Get Outlook for iOS

From: Forms Response Receipts <forms-receipts-noreply@google.com>
Sent: Wednesday, March 18, 2026 2:26:26 PM
To: Rob Roach <rroach@buckeyeaz.gov>
Subject: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

[**NOTICE:** This message originated outside of the City of Buckeye -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Google Form

Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

You're receiving this email because you filled out the following form using your email address. Make sure you recognize and trust this form before copying or clicking on any links. If it looks suspicious, **report it**. The content of this form is not created or endorsed by Google.

Here's what was received.

Edit response

FY27 Congressionally Directed Spending Appropriations Request Form

This request form is a joint request form for the Offices of Senators Kelly and Gallego. This form and the necessary uploads required in this form must be completed for your Congressionally Directed Spending request to be considered.

Please keep in mind that you cannot save your answers to the Google Form and come back to it later. Be prepared to submit it in one sitting. You can preview the FY27 request form HERE.

Email *

rroach@buckeyeaz.gov

Applicant Information

Please provide information about the entity requesting the funding.

Organization Name *

Name of the entity requesting Congressionally Directed Spending (i.e. City of Phoenix).

City of Buckeye

Street Address *

530 E. Monroe Ave.

City *

Buckeye

Zip Code *

85326

County *

Maricopa County

What is your organization's Employer Identification Number (EIN)?
*

Please provide the taxpayer identification number for your organization.

86-6000236

What type of entity do you represent?
*

City/town government

Primary Point of Contact

Please provide contact information below for the individual who will serve as the main point of contact for this project from your ogranization.

Full name
*

Rob Roach

Title *

Grant Program Manager

Organization *

City of Buckeye

Email *

rroach@buckeyeaz.gov

Direct Phone Number *

6233496165

Secondary Point of Contact

If there is another individual who we should provide updates to about this project, please provide their contact information below. This could include a hired consultant or representative from a government affairs firm.

Full name

Courtney Gomez

Title

Grant Program Administrator

Organization

City of Buckeye

Email

cgomez@buckeyeaz.gov

Direct Phone Number

6233496159

Project Information

Please provide the information about the specific project for which you are requesting funding.

Name of Project/Proposal *

This will be used to identify your project to the appropriations subcommittee and will be posted publicly. Please limit your answer to 100 words or less.

Arizona State Route 85 and Southern Avenue Improvements

Project Location - City *

Buckeye

Population of Project Location *

Please include the population of the area this project serves as determined by the 2020 Census.

For example, the Nogales Police Vehicles project (funded in FY26) serves the City of Nogales. The population of Nogales, AZ according to the 2020 Census is 19,770.

The SR 85 and Southern Avenue project serves the City of Buckeye and surrounding areas. The population of Buckeye, AZ in 2026 is 124,630, according to the World Population Review

Is your organization submitting this request to any member of the Arizona House Congressional Delegation? If yes, which member(s)?

Rep. David Schweikert

Rep. Eli Crane

Rep. Yassamin Ansari

Rep. Greg Stanton

Rep. Andy Biggs

Rep. Juan Ciscomani

Rep. Adelita Grijalva

Rep. Abe Hamadeh

Rep. Paul Gosar

Other:

Priority Ranking *

If you are submitting multiple requests, please rank projects in order of priority. If you are only submitting one request, enter "1."

1

Project Location - County *

Maricopa County

Project Purpose *

Briefly describe the project (no more than 1-2 sentences) that will be funded through Congressionally Directed Spending.

Example: This project seeks to address homelessness in the City of Phoenix by retrofitting an old hotel into a new shelter facility. The hotel is already owned by the city, and if provided with $1.5 million in CDS funding, it could be retrofitted and operational within six months.

The project aims to enhance Arizona State Route 85 (SR 85), a crucial north-south state highway connecting Interstate 8 (I-8) and Interstate 10 (I-10) in the western Phoenix Metropolitan area. It focuses on implementing roadway enhancements and deploying advanced transportation technologies to achieve multiple objectives, including improving safety, reducing traffic-related fatalities and injuries, alleviating congestion, lowering transportation-related emissions, and minimizing greenhouse emissions for environmental benefit.

Project Detail

*

This description should provide a brief (250 words or less) summary of the project, including its goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). Please provide an estimated spend plan for the requested funding, breaking down anticipated expenditures in major categories (i.e., $X for salaries; $X for programming; $X for equipment; etc.).

A review of crash history on Arizona State Route (SR 85) between the Gila River and I-10 from 2015 to 2024 reveals issues at the Southern Avenue intersection, with 62 crashes, including 6 fatalities and 2 serious injuries. Although 2025 crash data is pending, there are reports of additional fatal crashes along SR 85 in 2025. Installing traffic

control improvements at the Southern Avenue intersection is deemed crucial to preventing these accidents and enhancing overall safety. Additionally, the project targets enhancing public access to real-time integrated traffic data and providing multi-modal transportation information through overhead highway reader boards that display critical messages to drivers. It also aims to improve equity by serving disadvantaged communities and enhancing overall system performance and connectivity through the installation of signalized technology at this highly traveled crossroad. The specific area of concern is the Southern Avenue interchange with SR 85, characterized by a 2-lane undivided roadway. Currently, the interchange utilizes a two-way STOP control for eastbound and westbound traffic on Southern Avenue, with SR 85 having free-flowing northbound and southbound traffic. According to traffic signal warrant studies conducted by ADOT, as well as recent traffic impact analyses for proposed developments along SR 85, installing traffic signals at the Southern Avenue Intersection is recommended.

Congressionally Directed Spending Funding Request

*

Dollar amount of funding requested you are requesting via Congressionally Directed Spending.

This should not be the **TOTAL** project cost, but the amount you are requesting to be funded via Congressionally Directed Spending?

Enter a dollar amount - ex. $1,000,000

$4,979,172

Total Project Cost

*

What is the total cost of the entirety of the project?

Enter a dollar amount - ex. $1,000,000

$6,223,965

Local Match / Existing Resources *

Please provide a description of other sources of funding, or resources that other entities are providing, to support this project and contribute to its total cost.

Note: Some types of project require a cost-share. If the account you are applying for requires a cost-share, you **must** indicate that here. If you are unsure whether your project requires a cost-share, you can find the guidance here: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

The City of Buckeye intends to provide a local match of $1,244,793 through their General Fund.

Is this project's funding request scalable? *

In other words, if there is not sufficient funding available to fully fund this project at the requested level, would the project still be able to be completed if it received a lower level of funding?

Note: Our goal is always to secure the full funding request made to our office, but understanding a project's scalability can help us maximize the amount of Arizona funding secured.

Yes

No

If yes, please provide any additional information about how funding could be scaled. If no, please describe why this project cannot be scaled. *

Example: I requested $1 million, but we could identify additional sources of local funding to enable the project to be completed as long as we received at least $700,000.

The City of Buckeye requested $4,979,172 but may also identify additional sources of local funding within the City's General Fund to enable the project to be completed as long as the City of Buckeye receives at least $4 million.

List of Entities or Organizations Partnering in or Supporting the Project *

Please include a full list of entities who are supportive of or participants in this project:

City of Buckeye Mayor Eric Orsborn, and Buckeye citizens

Appropriations Subcommittee & Account Details

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

Please select the relevant Appropriations subcommittee for your request: *

Agriculture, Rural Development, Food and Drug Administration, and Related Agencies

Commerce, Justice, Science, and Related Agencies

Energy and Water Development

Financial Services and General Government

Homeland Security

Interior, Environment, and Related Agencies

Labor, Health and Human Services, Education, and Related Agencies

Military Construction, Veterans Affairs, and Related Agencies

Transportation, Housing and Urban Development, and Related Agencies

Transportation, Housing and Urban Development, and Related Agencies

Of the eligible accounts for CDS spending, for which account are you requesting funding? *

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

DOT: Transportation Planning, Research, and Development (TPR&D)

FAA: Airports (AIP)

FAA: Facilities and Equipment (F&E)

DOT: Highways (HIP)

DOT: Transit (TIG)

DOT: Rail (CRISI)

Housing and Urban Development: Economic Development Initiatives (EDIs)

THUD - Highways (HIP) & Transit (TIG)

Is the project on the State Transportation Improvement Plan (STIP) or Regional Transportation Improvement Plan (TIP)?
*

Yes

No

If the project is not on a STIP/TIP, have you discussed this project with your regional COG or MPO? *

Yes

No

The project is on the STIP/TIP.

Please provide a link to the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP), showing that this project is on the STIP/TIP.
*

If the project is not currently listed, please provide a link to the most recent STIP or TIP on which the project will be added later.

https://estip.azdot.gov/

Please upload a completed copy of your ADOT Cost Estimate Tool.

Reminder, you MUST attach a copy of your completed ADOT Cost Estimate Tool which is no more than one year old in order for your project to be eligible. If a funding request is not inflation adjusted, it will be the responsibility of the local sponsor to cover all cost overruns.

ADOT Cost Estimate Tool: https://azdot.gov/business/programs-and-partnerships/local-public-agency/project-initiation

Submitted files

Southern AZ SMART cost-estimate-form - Courtney Gomez.xlsx

Is your organization able to meet the DOT cost-share requirements? *

For HIP Projects: All CDS projects must meet the same local match requirement as all other federal projects administered by the Arizona Department of Transportation. This local share requirement is 5.7 percent.

For TIG Projects: Up to 90 percent of the project costs can be funded, as described in statute: https://www.transit.dot.gov/region9/slidingscale.

Yes

No

Please provide the status of the planning and environmental work for this project. *

The planning and environmental work are in process and are anticipated to be completed by award acceptance.

Please provide a description of the other sources of funding contributing to the total costs of this project. *

The City of Buckeye's local cost-share will be funded from the City of Buckeye's General Fund.

Other Accounts/ Subcommittees

Is there another account or subcommittee for which you would like to submit this project? *

Yes

No

If you answered yes to the previous question, please indicate the other accounts/ subcommittees for which you would like to submit this project.

If you answered no to the previous question, type "Not Applicable."

*

Not Applicable

Additional Details

If you have not been asked to include a webpage or a link to a planning document for the project in a previous section of this form, please include it here: *

If one does not exist or you submitted it in a previous question, please type "Not Applicable."

Not Applicable

Please provide any additional details you believe our offices needs to know to consider this project.

None.

Detailed Budget or Planning Document

Please upload a detailed budget or planning document which justifies your funding request.

This must include documentation which shows:

- That the project is fully planned and "shovel ready"
- The total cost of the project
- Whether the intended recipient is able to provide local funding to meet the "cost-match" requirements.

Submitted files

SR 85 & Southern - Budget - Courtney Gomez.pdf

Letters of Support

Letters of support are highly suggested for all CDS projects.

Please either upload a letter (or letters) with your initial application, or send letters after your submission to appropriations@kelly.senate.gov **AND** appropriations@gallego.senate.gov.

Submitted files

Mayor Letter of Support - Courtney Gomez.pdf

Signed Letters of Support - Courtney Gomez.pdf

Additional Documentation

Please upload any additional documentation which supports the project.

No files submitted

Create your own Google Form

Does this form look suspicious? Report

FY 2027 Congressional Directed Spending: State Route 85 and Southern Avenue Application – Summary Recap

Project Description:

The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Southern Avenue by submitting a grant application that entails installing a traffic signal at each intersection, widening Southern Avenue to provide two eastbound and westbound through lanes through the intersection for the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards. The grant funds for this effort are for two years. This project is currently in the CIP plan.

Project Cost

- $ 6,223,965

Required Match

- $ 1,244,793

Grant Amount

- $ 4,979,172

Plans Once Grant Expires:

- After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

Objectives and Expected Outcomes

- The objective is to provide increased roadway safety at SR 85 and Southern Avenue for all roadway users.
- The expected outcome is a reduction in the number of crashes and fatalities through the installation of traffic signals and Variable Message Signs.
- Another expected outcome is a reduction in traffic-related emissions through the installation of integrated traffic signal timing optimization.

Time Period for the Grant

- FY 2027

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.I. FIN - Fiscal Year 2027 Congressional Directed Spending: State Route 85 and Broadway Application
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $7,273,937 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Broadway Road, with a federal grant request of $6,275,926, and a local match of $998,011 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:
The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Broadway Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Broadway Road to provide two eastbound and westbound through lanes through the intersection, and the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards. The grant funds for this effort are for two years.

BENEFITS:
The proposed and requested technology will increase roadway safety at SR 85 and Broadway Road for all roadway users. Safety for all roadway users is the primary goal, and the City hopes to reduce the number of crashes and fatalities through the installation of traffic signals and the overhead Variable Message Signs, as drivers will be informed prior to facing potentially dangerous roadway hazards and conditions. Another benefit is the installation of integrated traffic signal timing optimization, which will help reduce traffic-related emissions.

FUTURE ACTION:
After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

FINANCIAL IMPACT STATEMENT:

This project will be constructed by the Arizona Department of Transportation (ADOT) with funding from the Maricopa Association of Governments (MAG). If awarded, MAG funds will be used as match. The City and MAG will cooperate to ensure that MAG funds originally dedicated for this project will be used to positively impact both parties. The Federal grant portion is $6,275,926, with a $998,011 match.

CURRENT FISCAL YEAR TOTAL COST:
This project will be funded by MAG with no anticipated costs to the City.

BUDGETED:
Yes

FISCAL YEAR:
FY2027 and FY2028

FUND/DEPARTMENT:
PMO

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
App Submitted 3.18.26.pdf
CAR Recap Summary SR 85 & Broadway.docx

Courtney Gomez

From: Rob Roach
Sent: Wednesday, March 18, 2026 2:27 PM
To: Courtney Gomez
Subject: Fw: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

Get Outlook for iOS

From: Forms Response Receipts <forms-receipts-noreply@google.com>
Sent: Wednesday, March 18, 2026 12:54:25 PM
To: Rob Roach <rroach@buckeyeaz.gov>
Subject: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

[**NOTICE:** This message originated outside of the City of Buckeye -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Google Form

Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

You're receiving this email because you filled out the following form using your email address. Make sure you recognize and trust this form before copying or clicking on any links. If it looks suspicious, **report it**. The content of this form is not created or endorsed by Google.

Here's what was received.

Edit response

FY27 Congressionally Directed Spending Appropriations Request Form

This request form is a joint request form for the Offices of Senators Kelly and Gallego. This form and the necessary uploads required in this form must be completed for your Congressionally Directed Spending request to be considered.

Please keep in mind that you cannot save your answers to the Google Form and come back to it later. Be prepared to submit it in one sitting. You can preview the FY27 request form HERE.

Email *

rroach@buckeyeaz.gov

Applicant Information

Please provide information about the entity requesting the funding.

Organization Name *

Name of the entity requesting Congressionally Directed Spending (i.e. City of Phoenix).

City of Buckeye

Street Address *

530 E. Monroe Ave.

City *

Buckeye

Zip Code *

85326

County *

Maricopa County

What is your organization's Employer Identification Number (EIN)?
*

Please provide the taxpayer identification number for your organization.

866000236

What type of entity do you represent?
*

City/town government

Primary Point of Contact

Please provide contact information below for the individual who will serve as the main point of contact for this project from your ogranization.

Full name
*

Rob Roach

Title *

Grant Program Manager

Organization *

City of Buckeye

Email *

rroach@buckeyeaz.gov

Direct Phone Number *

6233496165

Secondary Point of Contact

If there is another individual who we should provide updates to about this project, please provide their contact information below. This could include a hired consultant or representative from a government affairs firm.

Full name

Courtney Gomez

Title

Grant Program Administrator

Organization

City of Buckeye

Email

cgomez@buckeyeaz.gov

Direct Phone Number

6233496159

Project Information

Please provide the information about the specific project for which you are requesting funding.

Name of Project/Proposal *

This will be used to identify your project to the appropriations subcommittee and will be posted publicly. Please limit your answer to 100 words or less.

Buckeye - State Route 85 and Broadway Safety Enhancement

Project Location - City *

Buckeye

Population of Project Location *

Please include the population of the area this project serves as determined by the 2020 Census.

For example, the Nogales Police Vehicles project (funded in FY26) serves the City of Nogales. The population of Nogales, AZ according to the 2020 Census is 19,770.

The SR 85 and Broadway project serves the City of Buckeye and surrounding areas. The population of Buckeye, AZ is 124,630 as of 2026, according to the World Population Review.

Is your organization submitting this request to any member of the Arizona House Congressional Delegation? If yes, which member(s)?

Rep. David Schweikert

Rep. Eli Crane

Rep. Yassamin Ansari

Rep. Greg Stanton

Rep. Andy Biggs

Rep. Juan Ciscomani

Rep. Adelita Grijalva

Rep. Abe Hamadeh

Rep. Paul Gosar

Other:

Priority Ranking *

If you are submitting multiple requests, please rank projects in order of priority. If you are only submitting one request, enter "1."

3

Project Location - County *

Maricopa County

Project Purpose *

Briefly describe the project (no more than 1-2 sentences) that will be funded through Congressionally Directed Spending.

Example: This project seeks to address homelessness in the City of Phoenix by retrofitting an old hotel into a new shelter facility. The hotel is already owned by the city, and if provided with $1.5 million in CDS funding, it could be retrofitted and operational within six months.

The project aims to enhance Arizona State Route 85 (SR 85), an arterial north-south state highway connecting Interstate 8 (I-8) and Interstate 10 (I-10) in the western Phoenix Metropolitan area, with overarching goals including improving safety, reducing traffic-related fatalities and injuries, alleviating congestion, minimizing transportation-related emissions, and enhancing environmental conditions. Furthermore, the project seeks to boost public access to real-time integrated traffic data, provide multi-modal transportation information for informed travel decisions, promote equity by catering to disadvantaged communities, and enhance system performance and connectivity through innovative transportation solutions.

Project Detail

*

This description should provide a brief (250 words or less) summary of the project, including its goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). Please provide an estimated spend plan for the requested funding, breaking down anticipated expenditures in major categories (i.e., $X for salaries; $X for programming; $X for equipment; etc.).

This project was originally submitted by Buckeye under the FY 2025 Congressionally Directed Spending (CDS) opportunity and was selected to move forward as part of the proposed appropriations bill. Buckeye was informed by the offices of Senators Kelly and Gallego that this project will receive top priority since Congress did not appropriate CDS funding in the FY 2025 Budget. A review of the crash history on SR 85 between the Gila River and the I-10 freeway from 2014 to 2024 reveals a concerning pattern at the Broadway Road intersection, with 69 crashes, including 14 fatalities or serious injuries. While the 2025 crash data is not yet available, there have been additional crashes in 2025. Installing signalized technology at the Broadway Road intersection is deemed essential to preventing these accidents and enhancing overall safety. The project targets public access to real-time integrated traffic data and multimodal transportation information for informed travel decisions. The specific focus is on the Broadway Road interchange with SR 85, characterized by a 2-lane roadway along Broadway Road and a divided 4-lane roadway along SR 85. Currently, the interchange utilizes a two-way STOP sign control for eastbound and westbound traffic on Broadway Road, with SR 85 having free-flowing northbound and southbound traffic. However, studies conducted by the Arizona Department of Transportation (ADOT), including traffic signal warrant studies and recent traffic impact analyses, recommend installing traffic signals at the Broadway Road intersection due to increased traffic demands.

Congressionally Directed Spending Funding Request

*

Dollar amount of funding requested you are requesting via Congressionally Directed Spending.

This should not be the **TOTAL** project cost, but the amount you are requesting to be funded via Congressionally Directed Spending?

Enter a dollar amount - ex. $1,000,000

$6,275,926

Total Project Cost

*

What is the total cost of the entirety of the project?

Enter a dollar amount - ex. $1,000,000

$7,273,937

Local Match / Existing Resources *

Please provide a description of other sources of funding, or resources that other entities are providing, to support this project and contribute to its total cost.

Note: Some types of project require a cost-share. If the account you are applying for requires a cost-share, you **must** indicate that here. If you are unsure whether your project requires a cost-share, you can find the guidance here: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

The City of Buckeye is prepared to meet and exceed the required cost-share associated with this grant funding request. This project is being submitted under the Highway Infrastructure Program, which requires a 5.7% local match, in which the City of Buckeye is prepared to provide in excess of this required match from its General Fund.

Is this project's funding request scalable? *

In other words, if there is not sufficient funding available to fully fund this project at the requested level, would the project still be able to be completed if it received a lower level of funding?

***Note*:** Our goal is always to secure the full funding request made to our office, but understanding a project's scalability can help us maximize the amount of Arizona funding secured.

Yes

No

If yes, please provide any additional information about how funding could be scaled. If no, please describe why this project cannot be scaled. *

Example: I requested $1 million, but we could identify additional sources of local funding to enable the project to be completed as long as we received at least $700,000.

The City of Buckeye requested $6,275,926; however, Buckeye may identify additional sources of local funding within the City's General Fund should this CDS offering suggest a lower amount.

List of Entities or Organizations Partnering in or Supporting the Project *

Please include a full list of entities who are supportive of or participants in this project:

This project was submitted by the City of Buckeye under the FY 2025 Congressionally Directed Spending opportunity and was selected to move forward as part of the proposed appropriations bill. The City of Buckeye was informed by the offices of Senators Kelly and Gallego that this project will receive top priority since Congress did not appropriate CDS funding in the FY 2025 Budget. As per the included letters of support, this project is supported by the City of Buckeye leadership, as well as residents of the City of Buckeye.

Appropriations Subcommittee & Account Details

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligible-Accounts.pdf.

Please select the relevant Appropriations subcommittee for your request: *

- Agriculture, Rural Development, Food and Drug Administration, and Related Agencies
- Commerce, Justice, Science, and Related Agencies
- Energy and Water Development
- Financial Services and General Government
- Homeland Security
- Interior, Environment, and Related Agencies
- Labor, Health and Human Services, Education, and Related Agencies
- Military Construction, Veterans Affairs, and Related Agencies
- Transportation, Housing and Urban Development, and Related Agencies

Transportation, Housing and Urban Development, and Related Agencies

Of the eligible accounts for CDS spending, for which account are you requesting funding? *

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

- DOT: Transportation Planning, Research, and Development (TPR&D)
- FAA: Airports (AIP)
- FAA: Facilities and Equipment (F&E)
- DOT: Highways (HIP)
- DOT: Transit (TIG)
- DOT: Rail (CRISI)
- Housing and Urban Development: Economic Development Initiatives (EDIs)

THUD - Highways (HIP) & Transit (TIG)

Is the project on the State Transportation Improvement Plan (STIP) or Regional Transportation Improvement Plan (TIP)?
*

Yes

No

If the project is not on a STIP/TIP, have you discussed this project with your regional COG or MPO? *

Yes

No

The project is on the STIP/TIP.

Please provide a link to the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP), showing that this project is on the STIP/TIP.
*

If the project is not currently listed, please provide a link to the most recent STIP or TIP on which the project will be added later.

Not Applicable

Please upload a completed copy of your ADOT Cost Estimate Tool.

Reminder, you MUST attach a copy of your completed ADOT Cost Estimate Tool which is no more than one year old in order for your project to be eligible. If a funding request is not inflation adjusted, it will be the responsibility of the local sponsor to cover all cost overruns.

ADOT Cost Estimate Tool: https://azdot.gov/business/programs-and-partnerships/local-public-agency/project-initiation

Submitted files

AZ SMART cost-estimate-form Broadway - Courtney Gomez.xlsx

Is your organization able to meet the DOT cost-share requirements? *

For HIP Projects: All CDS projects must meet the same local match requirement as all other federal projects administered by the Arizona Department of Transportation. This local share requirement is 5.7 percent.

For TIG Projects: Up to 90 percent of the project costs can be funded, as described in statute: https://www.transit.dot.gov/region9/slidingscale.

Yes

No

Please provide the status of the planning and environmental work for this project. *

The planning and environmental work are in process and are anticipated to be completed by award acceptance.

Please provide a description of the other sources of funding contributing to the total costs of this project. *

The City of Buckeye's local cost-share will be funded from the City of Buckeye's General Fund.

Other Accounts/ Subcommittees

Is there another account or subcommittee for which you would like to submit this project? *

Yes

No

If you answered yes to the previous question, please indicate the other accounts/ subcommittees for which you would like to submit this project.

If you answered no to the previous question, type "Not Applicable."

*

Not Applicable

Additional Details

If you have not been asked to include a webpage or a link to a planning document for the project in a previous section of this form, please include it here: *

If one does not exist or you submitted it in a previous question, please type "Not Applicable."

https://www.buckeyeaz.gov/home/showdocument?id=13897&t=638628511932142455

Please provide any additional details you believe our offices needs to know to consider this project.

Not applicable

Detailed Budget or Planning Document

Please upload a detailed budget or planning document which justifies your funding request.

This must include documentation which shows:

- That the project is fully planned and "shovel ready"
- The total cost of the project
- Whether the intended recipient is able to provide local funding to meet the "cost-match" requirements.

Submitted files

AZ SMART cost-estimate-form Broadway - Courtney Gomez.xlsx

Letters of Support

Letters of support are highly suggested for all CDS projects.

Please either upload a letter (or letters) with your initial application, or send letters after your submission to appropriations@kelly.senate.gov **AND** appropriations@gallego.senate.gov.

Submitted files

Signed Letters of Support - Courtney Gomez.pdf

Mayor Letter of Support - Courtney Gomez.pdf

Additional Documentation

Please upload any additional documentation which supports the project.

Submitted files

One of America's Deadliest Intersections - Courtney Gomez.pdf

Create your own Google Form
Does this form look suspicious? Report

FY 2027 Congressional Directed Spending: State Route 85 and Broadway Road Application – Summary Recap

Project Description:

The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Broadway Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Broadway Road to provide two eastbound and westbound through lanes through the intersection for the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards. This project is currently in the CIP plan.

Project Cost

- $ 7,273,937

Required Match

- $ 998,011

Grant Amount

- $ 6,275,926

Plans Once Grant Expires:

- After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

Objectives and Expected Outcomes

- The objective is to provide increased roadway safety at SR 85 and Broadway Road for all roadway users.
- The expected outcome is a reduction in the number of crashes and fatalities through the installation of traffic signals and Variable Message Signs.
- Another expected outcome is a reduction in traffic-related emissions through the installation of integrated traffic signal timing optimization.

Time Period for the Grant

- FY 2027

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.J. FIN - Fiscal Year 2027 Congressional Directed Spending: State Route 85 and Baseline Road Application
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $6,576,127 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego for the deployment of technologies to improve safety, reduce traffic-related fatalities and injuries, reduce traffic congestion, reduce transportation-related emissions, and improve system performance and connectivity at the intersection of State Route (SR) 85 and Baseline Road, with a federal grant request of $5,673,858, and a local match of $902,269 from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:
The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Baseline Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Baseline Road to provide two eastbound and westbound through lanes through the intersection, and the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards.

BENEFITS:
The proposed and requested technology will increase roadway safety at SR 85 and Baseline Road for all roadway users. Safety for all roadway users is the primary goal, and the City hopes to reduce the number of crashes and fatalities through the installation of traffic signals and the overhead Variable Message Signs, as drivers will be informed prior to facing potentially dangerous roadway hazards and conditions. Another benefit is the installation of integrated traffic signal timing optimization, which will help reduce traffic-related emissions.

FUTURE ACTION:
After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

FINANCIAL IMPACT STATEMENT:
This project will be constructed by the Arizona Department of Transportation (ADOT) with funding from the Maricopa Association of Governments (MAG). If awarded, MAG funds will be used as match. The

City of Buckeye and MAG will cooperate to ensure that MAG funds originally dedicated for this project will be used to positively impact both parties. The Federal grant portion is $5,673,858, with a $902,269 match.

CURRENT FISCAL YEAR TOTAL COST:
This project will be funded by MAG with no anticipated costs to the City.

BUDGETED:
Yes

FISCAL YEAR:
FY2027

FUND/DEPARTMENT:
Project Management Office

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
CAR Recap Summary SR 85 & Baseline.docx
Application Submitted 3.19.26.pdf

FY 2027 Congressional Directed Spending: State Route 85 and Baseline Road Application – Summary Recap

Project Description:

The City of Buckeye seeks to address the safety concerns at the intersection of SR 85 and Baseline Road by submitting a grant application that entails installing a traffic signal at each intersection, widening Baseline Road to provide two eastbound and westbound through lanes through the intersection for the creation of northbound and southbound turn lanes, installation of conduit and fiber optic cables for traffic signal timing optimization, installation of Wrong Way Vehicle Detection Equipment, and the installation of overhead Variable Message Signs that are connected to the ADOT Traffic Management Center to allow messages to be displayed to drivers to warn them of potential hazards. This project is currently in the CIP plan.

Project Cost

- $ 6,576,127

Required Match

- $ 902,269

Grant Amount

- $ 5,673,858

Plans Once Grant Expires:

- After all grant funds have been expended, any future maintenance for this intersection will become a part of the Public Works Department's budget.

Objectives and Expected Outcomes

- The objective is to provide increased roadway safety at SR 85 and Baseline Road for all roadway users.
- The expected outcome is a reduction in the number of crashes and fatalities through the installation of traffic signals and Variable Message Signs.
- Another expected outcome is a reduction in traffic-related emissions through the installation of integrated traffic signal timing optimization.

Time Period for the Grant

- FY 2027

Courtney Gomez

From: Rob Roach
Sent: Thursday, March 19, 2026 8:14 AM
To: Courtney Gomez
Subject: Fw: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

Get Outlook for iOS

From: Forms Response Receipts <forms-receipts-noreply@google.com>
Sent: Thursday, March 19, 2026 6:54:39 AM
To: Rob Roach <rroach@buckeyeaz.gov>
Subject: Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

[**NOTICE:** This message originated outside of the City of Buckeye -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Google Forms

Thanks for filling out this form: FY27 Congressionally Directed Spending Appropriations Request Form

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Edit response

FY27 Congressionally Directed Spending Appropriations Request Form

This request form is a joint request form for the Offices of Senators Kelly and Gallego. This form and the necessary uploads required in this form must be completed for your Congressionally Directed Spending request to be considered.

Please keep in mind that you cannot save your answers to the Google Form and come back to it later. Be prepared to submit it in one sitting. You can preview the FY27 request form HERE.

Email *

rroach@buckeyeaz.gov

Applicant Information

Please provide information about the entity requesting the funding.

Organization Name *

Name of the entity requesting Congressionally Directed Spending (i.e. City of Phoenix).

City of Buckeye

Street Address *

530 E. Monroe Ave.

City *

Buckeye

Zip Code *

85326

County *

Maricopa County

What is your organization's Employer Identification Number (EIN)?
*

Please provide the taxpayer identification number for your organization.

86-6000236

What type of entity do you represent?
*

City/town government

Primary Point of Contact

Please provide contact information below for the individual who will serve as the main point of contact for this project from your ogranization.

Full name
*

Rob Roach

Title *

Grant Program Manager

Organization *

City of Buckeye

Email *

rroach@buckeyeaz.gov

Direct Phone Number *

623-349-6165

Secondary Point of Contact

If there is another individual who we should provide updates to about this project, please provide their contact information below. This could include a hired consultant or representative from a government affairs firm.

Full name

Courtney Gomez

Title

Grant Program Administrator

Organization

City of Buckeye

Email

cgomez@buckeyeaz.gov

Direct Phone Number

623-349-6159

Project Information

Please provide the information about the specific project for which you are requesting funding.

Name of Project/Proposal *

This will be used to identify your project to the appropriations subcommittee and will be posted publicly. Please limit your answer to 100 words or less.

Buckeye - State Route 85 and Baseline Road Safety Enhancement

Project Location - City *

Buckeye

Population of Project Location *

Please include the population of the area this project serves as determined by the 2020 Census.

For example, the Nogales Police Vehicles project (funded in FY26) serves the City of Nogales. The population of Nogales, AZ according to the 2020 Census is 19,770.

The State Route 85 and Baseline Road Safety Enhancement Project serves the City of Buckeye and surrounding areas. The population of Buckeye, AZ, in 2026 is 124,630, according to the World Population Review.

Is your organization submitting this request to any member of the Arizona House Congressional Delegation? If yes, which member(s)?

Rep. David Schweikert

Rep. Eli Crane

Rep. Yassamin Ansari

Rep. Greg Stanton

Rep. Andy Biggs

Rep. Juan Ciscomani

Rep. Adelita Grijalva

Rep. Abe Hamadeh

Rep. Paul Gosar

Other:

Priority Ranking *

If you are submitting multiple requests, please rank projects in order of priority. If you are only submitting one request, enter "1."

4

Project Location - County *

Maricopa County

Project Purpose *

Briefly describe the project (no more than 1-2 sentences) that will be funded through Congressionally Directed Spending.

Example: This project seeks to address homelessness in the City of Phoenix by retrofitting an old hotel into a new shelter facility. The hotel is already owned by the city, and if provided with $1.5 million in CDS funding, it could be retrofitted and operational within six months.

The Arizona State Route 85 (SR 85) and Baseline Road project aims to enhance roadway infrastructure and implement advanced transportation technologies for increased safety, reduced traffic-related fatalities and injuries, diminished congestion, lower transportation and greenhouse emissions, and an overall positive environmental impact. Additionally, the initiative seeks to provide real-time integrated traffic access, deliver multi-modal transportation information for informed decision-making, promote equity by serving disadvantaged communities, and enhance system performance and connectivity through innovative transportation solutions.

Project Detail

*

This description should provide a brief (250 words or less) summary of the project, including its goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). Please provide an estimated spend plan for the requested funding, breaking down anticipated expenditures in major categories (i.e., $X for salaries; $X for programming; $X for equipment; etc.).

A review of the crash history on SR 85 between the Gila River and the I-10 freeway from 2014 to 2024 reveals a concerning pattern at the Baseline Road intersection, with 92 crashes, including 10 fatalities or serious injuries.

While the 2025 crash data is not yet available, there have been additional crashes in 2025. Installing traffic control improvements at the Baseline Road intersection is deemed essential to preventing these accidents and enhancing overall safety. The project targets enhancing public access to real-time integrated traffic data and providing multimodal transportation information through overhead highway reader boards that display critical messages to drivers. It also aims to improve equity by serving disadvantaged communities and enhancing overall system performance and connectivity through the installation of signalized technology at this highly traveled crossroad. The specific focus is on the Baseline Road interchange with SR 85, characterized by a 2-lane roadway along Baseline Road and a divided 4-lane roadway along SR 85. Currently, the interchange utilizes a two-way STOP sign control for eastbound and westbound traffic on Baseline Road, with SR 85 having free-flowing northbound and southbound traffic. However, studies conducted by the Arizona Department of Transportation (ADOT), including traffic signal warrant studies and recent traffic impact analyses, recommend installing traffic signals at the Baseline Road intersection due to increased traffic demands.

Congressionally Directed Spending Funding Request

*

Dollar amount of funding requested you are requesting via Congressionally Directed Spending.

This should not be the **TOTAL** project cost, but the amount you are requesting to be funded via Congressionally Directed Spending?

Enter a dollar amount - ex. $1,000,000

$5,673,858

Total Project Cost

*

What is the total cost of the entirety of the project?

Enter a dollar amount - ex. $1,000,000

$6,576,127

Local Match / Existing Resources *

Please provide a description of other sources of funding, or resources that other entities are providing, to support this project and contribute to its total cost.

Note: Some types of project require a cost-share. If the account you are applying for requires a cost-share, you **must** indicate that here. If you are unsure whether your project requires a cost-share, you can find the guidance here: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

The City of Buckeye is prepared to meet and exceed the required cost-share associated with this grant funding request. This project is being submitted under the Highway Infrastructure Program, which requires a 5.7% local match, in which the City of Buckeye is prepared to provide in excess of this required match from its General Fund.

Is this project's funding request scalable? *

In other words, if there is not sufficient funding available to fully fund this project at the requested level, would the project still be able to be completed if it received a lower level of funding?

Note: Our goal is always to secure the full funding request made to our office, but understanding a project's scalability can help us maximize the amount of Arizona funding secured.

Yes

No

If yes, please provide any additional information about how funding could be scaled. If no, please describe why this project cannot be scaled. *

Example: I requested $1 million, but we could identify additional sources of local funding to enable the project to be completed as long as we received at least $700,000.

The City of Buckeye requested $5,673,858; however, Buckeye may identify additional sources of local funding within the City's general fund should this CDS offering suggest a lower amount.

List of Entities or Organizations Partnering in or Supporting the Project *

Please include a full list of entities who are supportive of or participants in this project:

As per the included letters of support, this project is supported by the City of Buckeye leadership as well as residents of the City of Buckeye.

Appropriations Subcommittee & Account Details

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

Please select the relevant Appropriations subcommittee for your request: *

Agriculture, Rural Development, Food and Drug Administration, and Related Agencies

Commerce, Justice, Science, and Related Agencies

Energy and Water Development

Financial Services and General Government

Homeland Security

Interior, Environment, and Related Agencies

Labor, Health and Human Services, Education, and Related Agencies

Military Construction, Veterans Affairs, and Related Agencies

Transportation, Housing and Urban Development, and Related Agencies

Transportation, Housing and Urban Development, and Related Agencies

Of the eligible accounts for CDS spending, for which account are you requesting funding? *

Please refer to the list of eligible accounts for CDS requests and determine which account (or accounts) for your project would be eligible: https://www.kelly.senate.gov/wp-content/uploads/2026/02/FY27-Approps-CDS-Guidance-All-Eligble-Accounts.pdf.

DOT: Transportation Planning, Research, and Development (TPR&D)

FAA: Airports (AIP)

FAA: Facilities and Equipment (F&E)

DOT: Highways (HIP)

DOT: Transit (TIG)

DOT: Rail (CRISI)

Housing and Urban Development: Economic Development Initiatives (EDIs)

THUD - Highways (HIP) & Transit (TIG)

Is the project on the State Transportation Improvement Plan (STIP) or Regional Transportation Improvement Plan (TIP)?
*

Yes

No

If the project is not on a STIP/TIP, have you discussed this project with your regional COG or MPO? *

Yes

No

The project is on the STIP/TIP.

Please provide a link to the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP), showing that this project is on the STIP/TIP.
*

If the project is not currently listed, please provide a link to the most recent STIP or TIP on which the project will be added later.

https://estip.azdot.gov/

Please upload a completed copy of your ADOT Cost Estimate Tool.

Reminder, you MUST attach a copy of your completed ADOT Cost Estimate Tool which is no more than one year old in order for your project to be eligible. If a funding request is not inflation adjusted, it will be the responsibility of the local sponsor to cover all cost overruns.

ADOT Cost Estimate Tool: https://azdot.gov/business/programs-and-partnerships/local-public-agency/project-initiation

Submitted files

AZ SMART cost-estimate-form Baseline - Courtney Gomez.xlsx

Is your organization able to meet the DOT cost-share requirements? *

For HIP Projects: All CDS projects must meet the same local match requirement as all other federal projects administered by the Arizona Department of Transportation. This local share requirement is 5.7 percent.

For TIG Projects: Up to 90 percent of the project costs can be funded, as described in statute: https://www.transit.dot.gov/region9/slidingscale.

Yes

No

Please provide the status of the planning and environmental work for this project. *

The planning and environmental work are in process and are anticipated to be completed by award acceptance.

Please provide a description of the other sources of funding contributing to the total costs of this project. *

The City of Buckeye's local cost-share will be funded from the City of Buckeye's General Fund.

Other Accounts/ Subcommittees

Is there another account or subcommittee for which you would like to submit this project? *

Yes

No

If you answered yes to the previous question, please indicate the other accounts/ subcommittees for which you would like to submit this project.

If you answered no to the previous question, type "Not Applicable."

*

Not Applicable

Additional Details

If you have not been asked to include a webpage or a link to a planning document for the project in a previous section of this form, please include it here: *

If one does not exist or you submitted it in a previous question, please type "Not Applicable."

https://www.buckeyeaz.gov/home/showdocument?id=13897&t=638628511932142455

Please provide any additional details you believe our offices needs to know to consider this project.

Not Applicable

Detailed Budget or Planning Document

Please upload a detailed budget or planning document which justifies your funding request.

This must include documentation which shows:

- That the project is fully planned and "shovel ready"
- The total cost of the project
- Whether the intended recipient is able to provide local funding to meet the "cost-match" requirements.

Submitted files

PDF SR 85 & Baseline - CIP FY 25-29 - Courtney Gomez.pdf

X AZ SMART cost-estimate-form Baseline - Courtney Gomez.xlsx

Letters of Support

Letters of support are highly suggested for all CDS projects.

Please either upload a letter (or letters) with your initial application, or send letters after your submission to appropriations@kelly.senate.gov **AND** appropriations@gallego.senate.gov.

Submitted files

PDF Mayor Letter of Support - Courtney Gomez.pdf

PDF Signed Letters of Support - Courtney Gomez.pdf

Additional Documentation

Please upload any additional documentation which supports the project.

Submitted files

Baseline SR 85 Crash 2025 - Courtney Gomez.pdf

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CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.K. FIN - Fiscal Year 2027 Congressional Directed Spending: Gila River Aquatic Restoration and Habitat Protection Project Feasibility Study Application
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6161	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $300,000 grant application through the Fiscal Year 2027 (FY2027) Congressional Directed Spending Opportunities through the offices of Senators Mark Kelly and Ruben Gallego to conduct a feasibility study for the Continuing Authorities Project Section 206 (CAP 206) for the Gila River Aquatic Restoration and Habitat Protection Project, with a federal request of $300,000, with no local match from the City of Buckeye; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:

Between the City's eastern boundary with the City of Avondale and west to the State Route 85 bridge, the Gila River ecosystem is degraded, including but not limited to large-scale invasion of approximately 5,900 acres of non-native and invasive Salt Cedar or tamarisk trees. Invasive Salt Cedars are an environmental and ecological disaster. These trees are known to consume more than 250 to 400 gallons of water per day and out-compete native riparian species, which provide critical habitat to multiple federally listed bird and aquatic species. In addition, these trees cannot simply be cut down or burned. They must be removed and completely uprooted, or they will continue to proliferate.

BENEFITS:

The City is keen to leverage federal funds in our investment to make a more significant and holistic improvement to this critical ecosystem. The proposed and requested project will save potentially 200,000 acre-feet of water per year. This saved water could provide water for approximately 800,000 residents.

FUTURE ACTION:

If awarded, the award will be brought to Council to provide authority to approve and execute, as well as budgetary authority.

FINANCIAL IMPACT STATEMENT:

If awarded, the award will be brought to Council to provide authority to approve and execute, as well as budgetary authority. The Federal grant portion is $300,000, with no local match required from the City of Buckeye.

CURRENT FISCAL YEAR TOTAL COST:
The total fiscal year 2027 cost is $300,000, all of which is reimbursable under the budget.

BUDGETED:
Yes

FISCAL YEAR:
2027

FUND/DEPARTMENT:
To be Determined

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
CAR Recap Summary Gila River App.docx

FY 2027 Congressional Directed Spending: Gila River Aquatic Restoration and Habitat Protection Project Feasibility Study Application– Summary Recap

Project Description:

Between the City's eastern boundary with the City of Avondale and west to the State Route 85 bridge, the Gila River ecosystem is degraded, including but not limited to large-scale invasion of approximately 5,900 acres of non-native and invasive Salt Cedar or tamarisk trees. Invasive Salt Cedars are an environmental and ecological disaster. These trees are known to consume more than 250 to 400 gallons of water per day and out-compete native riparian species, which provide critical habitat to multiple federally listed bird and aquatic species. In addition, these trees cannot simply be cut down or burned. They must be removed and completely uprooted, or they will continue to proliferate, which makes their removal timely and cost-prohibitive.

Project Cost

- $ 300,000

Required Match

- $ 0

Grant Amount

- $ 300,000

Plans Once Grant Expires:

- After all grant funds have been expended, any future maintenance for the Gila River will become a part of the Community Services Department's budget.

Objectives and Expected Outcomes

- The City is keen to leverage federal funds in our investment to make a more significant and holistic improvement to this critical ecosystem. The proposed and requested project will save potentially 200,000 acre-feet of water per year. This saved water could provide water for approximately 800,000 residents, which is critical in this time of drought.

Time Period for the Grant

- FY 2027

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.L. FIN - 2026 Invasive Plant Grant Application through the Arizona Department of Forestry and Fire Management
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $222,225 grant application under the 2026 Invasive Plant Grant to the Arizona Department of Forestry and Fire Management, with a request of $200,000 from the State and a local in-kind match of $22,225; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent, of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:

The City seeks to address the current non-native invasive plants and noxious weeds that are negatively impacting the Park's ecological health through the submission of a grant application that supports the removal of the non-native invasive plants and noxious weeds to maintain the Park's ecological health and beauty. The grant request is $200,000, with a required $22,225 in-kind match from the City. The total cost is $222,225. If awarded, the grant covers a 12-month period. The in-kind match consists of administrative and project labor provided by Buckeye staff members. This in-kind match is included in the Community Services General Fund Budget for fiscal year 2027. If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award.

BENEFITS:

If awarded, this Grant will jump-start the removal of non-native invasive plants and noxious weeds, which will improve the ecological health and beauty of the Park, as well as provide safe and enjoyable visitor experiences while inspiring conservation of natural resources and cultural heritage. The removal of these plants and weeds will free up vital resources for the native vegetation of the Park, allowing native plants to thrive. Additionally, the removal of these non-native, invasive plants will reduce wildfire hazards by minimizing fire fuel in the event of a wildfire.

FUTURE ACTION:

If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award. If awarded and after all grant funding has been exhausted, any additional invasive plant maintenance needs will come from the Community Services

General Fund account unless additional grant funding opportunities become available, in which case the Grants team will pursue.

FINANCIAL IMPACT STATEMENT:

The 2026 Invasive Plants Grant portion is $200,000. There is a $22,225 in-kind match required for this grant. The in-kind match consists of administrative and project labor provided by Buckeye staff members. This in-kind match is included in the Community Services General Fund Budget for Fiscal Year 2027. The total cost is $222,225. If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award.

CURRENT FISCAL YEAR TOTAL COST:
The total Fiscal Year 2027 cost is $222,225, with $200,000 reimbursable based on the budget. These figures have been included in the City of Buckeye's Community Services Department General Fund Budget (10004155-510001), and the Grant Budget (35764150-540020).

BUDGETED:
Yes

FISCAL YEAR:
2027

FUND/DEPARTMENT:
Grant: 35764150-540020, In-Kind Match: 10004155-510001

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
CAR Recap Summary - Invasive Plants Grant Application.docx
Application Submitted 4.14.26.pdf
Application_Project Budget.pdf
Map & Center Coordinates.pdf

2026 Invasive Plant Grant Application through the Arizona Department of Forestry and Fire Management-Summary Recap

Project Description:

The City of Buckeye seeks to address the current non-native invasive plants and noxious weeds that are negatively impacting Skyline Regional Park's ecological health through the submission of a grant application that supports the removal of the non-native invasive plants and noxious weeds to maintain Skyline Regional Park's ecological health and beauty. The grant request is $200,000, with a required $22,225 in-kind match from the City of Buckeye. The total cost is $222,225. If awarded, the grant covers a 12-month period. The in-kind match consists of administrative and project labor provided by Buckeye staff members. This in-kind match is included in the Community Services General Fund Budget for Fiscal Year 2027. If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award.

Project Cost

- $ 222,225 ($200,000 Reimbursable based on budget)

Required Match

- $ 22,2225 (in-kind)

Grant Amount

- $ 200,000

Future Action

- If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award. If awarded and after all grant funding has been exhausted, any additional invasive plant maintenance needs will come from the Community Services General Fund account unless additional grant funding opportunities become available, in which case the Grants team will pursue.

Objectives and Expected Outcomes

- This grant, if awarded, will jump-start the removal of non-native invasive plants and noxious weeds, which will improve the ecological health and beauty of Skyline Regional Park, as well as provide safe and enjoyable visitor experiences while inspiring conservation of natural resources and cultural heritage. The removal of these plants and weeds will free up vital resources for the native vegetation of Skyline Regional Park, allowing native plants to thrive. Additionally, the removal of these non-native, invasive plants will reduce wildfire hazards by minimizing fire fuel in the event of a wildfire.

Time Period for the Grant

- FY 2027

Applications

Close (/sp/workflow/bgeimu1fnk?path=89365807)

When you are ready to submit this step, please click the blue "Save" button at the bottom of the page.

- You can save this form as a draft at any time by clicking "Save Draft" at the bottom of the page.
- When you have completed all required items, please click the "Mark Complete" button at the bottom of the page.

NOTE: When you have completed all required steps, be sure to click "Submit" on the next page.

1. Application / Project Title (100 Character Max)

Buckeye Skyline Regional Park Invasive Plant Management

2. Organization Name (100 Character Max)

City of Buckeye

3. Project Lead (100 Character Max)

Rob Roach, Grant Program Manager, and Courtney Gomez, Grant Program Administrator

4. Program / Project Congressional District (Check Box)

9

5. Program / Project Legislative District (Check Box)

25

6. Unique Entity Number (UEI) (Yes / No)

Yes

7. Previous Funding (100 Character Max)

Has the project area been treated with DFFM grant funds in the past (Yes/No)? If yes, what year and what was the funding source? Provide DFFM grant agreement number if known.

No, the project area has not been treated with DFFM grant funds in the past.

8. Target Species (100 Character Max)

List the target invasive plant or plants to be treated.

Buffelgrass, Stinknet, Red Brome, Camelthorn, and Fountain Grass

9. Acres to be Treated (#)

List the number of acres to be treated. This number should reflect the "gross area" or general perimeter of the invasive plant infestation. For more information, please see the 2026 IPG Application Project Form.

500

10. Treatment Polygon (Yes / No)

Do you currently have a GIS polygon layer for the proposed treatment area or the areas to be surveyed if this is an Early Detection Rapid Response (EDRR) project? If your project is selected for funding, a GIS polygon layer will be required.

Yes

11. Match Contribution (#)

What is the percent match contribution? This is calculated by dividing the total amount of match by the total project cost (grant share plus match) and multiplying by 100. Percent match contribution should be 10%, 15%, 20%, 25%, or 30% of the total cost.

10

12. Map and Center Coordinates (0-10 Points; Upload Project Overview Map)

Maximum of 1 page (8 ½ x 11). Overview map must show the project area, planned treatment areas, and adjacency to completed, in-progress, or planned IP projects. Provide coordinates for the approximate center of the project area in decimal form.

Map & Center Coordinates.pdf

13. Project Overview and Area Description (0-10 Points; 1,000 Character Max)

Provide an overview of the project area, existing vegetation types, and need for funding. Describe the current population of the target species and any previous control efforts. Describe if the project occurs on more than one land ownership.

The project is for prevention, control, and removal of invasive plants within 500 acres of the 8,700-acre Skyline Regional Park. The park is in the White Tank Mountains within the Sonoran Desert, with 22 miles of recreational trails. Flora includes ironwood, palo verde, mesquite trees, and many types of cacti. Invasive species and their coverage of the target area include: Buffelgrass 40%, Stinknet 25%, Red Brome 15%, Camelthorn 10%, and Fountain Grass 10%. These plants have infiltrated the area and must be removed from competing with native plants for resources. Buckeye has not had the budget to perform eradication efforts. Volunteers pulled and bagged weeds across 5 acres per year in the winter, as this is the growing season in Buckeye. After the targeted area is treated, Buckeye plans to budget about $100,000 a year for ongoing treatment and maintenance. Buckeye will engage the services of a skilled contractor to aid in treating and removing invasive plants from the area annually.

14. Project Goals and Objectives (15 Points; 1,500 Character Max)

Describe the importance of the project and identify the broad, long-term goals. List the specific, short-term objectives that will be used to achieve these goals, and identify how the success of these actions will be measured.

Buckeye is committed to maintaining the health and beauty of Skyline Regional Park and providing safe and enjoyable experiences while inspiring conservation of natural resources and cultural heritage. The non-native invasive species targeted for removal and their coverage of the area are as follows: Buffelgrass 40%, Stinknet 25%, Red Brome 15%, Camelthorn 10%, and Fountain Grass 10%. This project will remove invasive species and noxious weeds from a 500-acre area within Skyline Park. Backpack sprayers and UTV/ATV sprayers will be used for herbicide application. Mechanical treatments for invasive plant removal will be used to include grading, weed-eating, and manual removal of weeds with hand tools. Buckeye will utilize the services of a contractor to execute the project. To sustain this project after the initial removal, Buckeye will continue preventive treatment throughout the growing season each year, using its staff and a professional contractor to assist in this effort. Additionally, Buckeye Park staff will monitor the 500 acres each year to assess treatment needs. Photo points will be taken before and after the project, and before and after the growing season each year. Buckeye staff will measure success by initiating ongoing monitoring and assessment of the eradication success by engaging an independent contractor to provide periodic reports. Photo points will be compared semi-annually to assess progress and the need for improvement by Buckeye Park staff.

15. Scope of Work and Project Timeline (15 Points; 1,500 Character Max)

Outline the work to be performed and identify who will complete project activities. Detail specific treatment methods, provide the names of herbicides, and provide a timeline with start / end dates. Include annual milestones and quarterly accomplishments.

The project eradicates and prevents non-native invasive plants and noxious weeds. A subject matter expert independent contractor will be retained to complete the project. The contractor will use backpack sprayers and UTV/ATV sprayers for herbicide applications, including Glyphosate, Speed Zone South, Pendulum, Cap, and XL 2G for various control levels. Mechanical treatments include grading, weed-eating, and manual weed removal with shovels and hand tools. The contractor will ensure the complete eradication of roots to prevent regrowth and will be responsible for bagging and removing invasive plant materials. The aforementioned post-emergent and pre-emergent herbicides were selected to target invasive species and prevent future growth while minimizing impact on native flora.
The contractor will perform off-site debris removal and prevention services, including furnishing all labor, material, equipment, and supplies. The Buckeye Parks Manager (BPM) will monitor and inspect the work area daily. Permits and environmental clearances are not required.
The work is estimated to start by 11/01/2026 and be completed by 12/15/2026. This time is best for control when buffelgrass is growing, before stinknet produces seeds, before seed maturation of red brome, during camelthorn active growth, and before fountain grass new growth. No delays are expected. The contractor shall maintain approved work schedules. Buckeye will provide annual vegetation maintenance services to maintain the park.

16. Disposal and Prevention (0-10 Points; 1,000 Character Max)

Detail how workers will dispose of invasive plant materials and decontaminate equipment. Explain the protocol that will be followed when workers enter and leave a work site. Describe how this project will minimize reinvasion.

Invasive plant materials will be bagged and removed from the site for disposal at a refuse dump daily. Personnel will don single-use personal protection gear, such as gloves, hats, vests, and safety glasses, to protect themselves from the elements and invasive species contaminants and disposed off-site daily. Off-site from the park, equipment will be brushed, air or wet blasted, or high-pressure cleaned, and washed and rinsed with appropriate cleaning solutions. Pre-emergent herbicides will be used to prevent the germination of weed seeds by creating a chemical barrier in the soil. Pre-Emergence Treatments have been used in specific areas, where Buckeye has applied granular pre-emergence herbicides, such as XL 2G, to prevent the germination and spread of weeds. Research resources include “Long-term trends in restoration and associated land treatments in the southwestern United States” by Steel Copeland, etc., and the DFFM 2018 Arizona Invasive Plant Treatment Prioritization.

17. Collaborative Elements and Partners (0-10 Points; 1,000 Character Max)

Provide information about collaborative planning and implementation of the project. Outline the contributions of each partner and whether they are financial, technical or both. If permits or environmental clearances are needed, please describe.

The Buckeye Parks and Recreation staff will cooperatively engage the White Tank Mountain Conservancy (WTMC) regarding this project. WTMC is an active group of volunteers with a mission to “inspire all to conserve and enjoy the natural and cultural resources of the White Tank Mountains”. WTMC conducts numerous recreational and educational activities throughout the year. WTMC maintains an informative website and posts on social media. WTMC will be contacted for input into the project and for volunteer help regarding public education. WTMC will also be contacted regarding volunteer work for the execution of this project and ongoing sustainability.
Buckeye Park staff and the Buckeye Communications staff will also direct efforts to inform and involve the community in the invasive species removal project, which may be in the form of meetings, workshops, educational materials, social media, and online resources. The City of Buckeye is the sole owner of the park.

18. Sustainability Plan (0-15 Points; 1,500 Character Max)

Describe the plan for maintaining the benefits of the project after this grant period concludes. Specify who will be completing the necessary maintenance work. Discuss the use of Memorandums of Understanding (MOUs) or similar formal commitments.

This is an invasive species removal project at Skyline Regional Park in the White Tank Mountains. The purpose is to provide a “one-time catch-up” of eradication of Buffelgrass, Stinknet, Red Brome, Camelthorn, and Fountain Grass while engaging the community for ongoing support and maintenance.
Buckeye proposes to establish an annual maintenance plan going forward that will be supported by the Buckeye General Fund budget to sustain the successful results accomplished by this grant project. The maintenance plan will be developed annually to fit the requirements of local conditions, types of vegetation, and climate factors. Buckeye intends to continue to receive the support of the White Tank Mountain Conservancy, as evidenced by the attached letter of support. To sustain this project after the initial invasive species removal, Buckeye will continue preventive treatment throughout the growing season each year, using its staff and a professional contractor to assist in this effort. Additionally, Buckeye Parks staff will survey and monitor the 500 acres each year to assess treatment needs. Photo points will be taken before and after the project as well as before and after the growing season each year. Buckeye will measure success by initiating ongoing monitoring and assessment of the eradication success by engaging an independent contractor to provide mapping and periodic reports. Photo points will be compared to assess progress and need for improvement by Buckeye Parks staff.

19. Budget (0-15 Points; Upload Budget Form)

Upload the Budget Worksheet (Doc/Docx, PDF or JPG format) - Maximum of 2 pages (8 ½ x 11) - The Budget Worksheet can be found at the solicitation webpage (20 MB max).

Application_Project Budget.pdf

Upload Letters of Support (Optional, Maximum of 5 pages - 8 1/2 x 11)

Upload Letters of Support - Maximum of 5 pages (8 ½ x 11) in one electronic file (PDF or JPG format)

LOS WTMC.pdf

POWERED BY
Submittable
(http://www.submittable.com/)

Project: Buckeye Skyline Regional Park Invasive Plant Removal

Total Project Budget (by expense type)				
Budget Detail	**Grant Share** ($ Amount Requested)	**Match** Match % 10.00	Match Total $ 22,225	**TOTAL**
		Dollars	**In-Kind**	
Administrative Labor:	$ 0	$ 0	$ 2,700	$ 2,700
Project Labor:	$ 0	$ 0	$ 19,525	$ 19,525
Travel:	$ 0	$ 0	$ 0	$ 0
Equipment:	$ 0	$ 0	$ 0	$ 0
Supplies:	$ 0	$ 0	$ 0	$ 0
Contractual:	$ 200,000	$ 0	$ 0	$ 200,000
Other1:	$ 0	$ 0	$ 0	$ 0
Other2:	$ 0	$ 0	$ 0	$ 0
TOTAL:	$ 200,000	$ 0	$ 22,225	$ 222,225

Budget Narrative

Provide a brief explanation of each budget item. Include a mathematical explanation for items that will be reimbursed by grant funds and those that will be provided as project match (add additional pages if needed).

Budget is $ 222,225.

Administrative is $2,700 provided by Buckeye as an in-kind match, for the Buckeye Parks Manager at $90/hour, 5 hours per week, for 6 weeks.

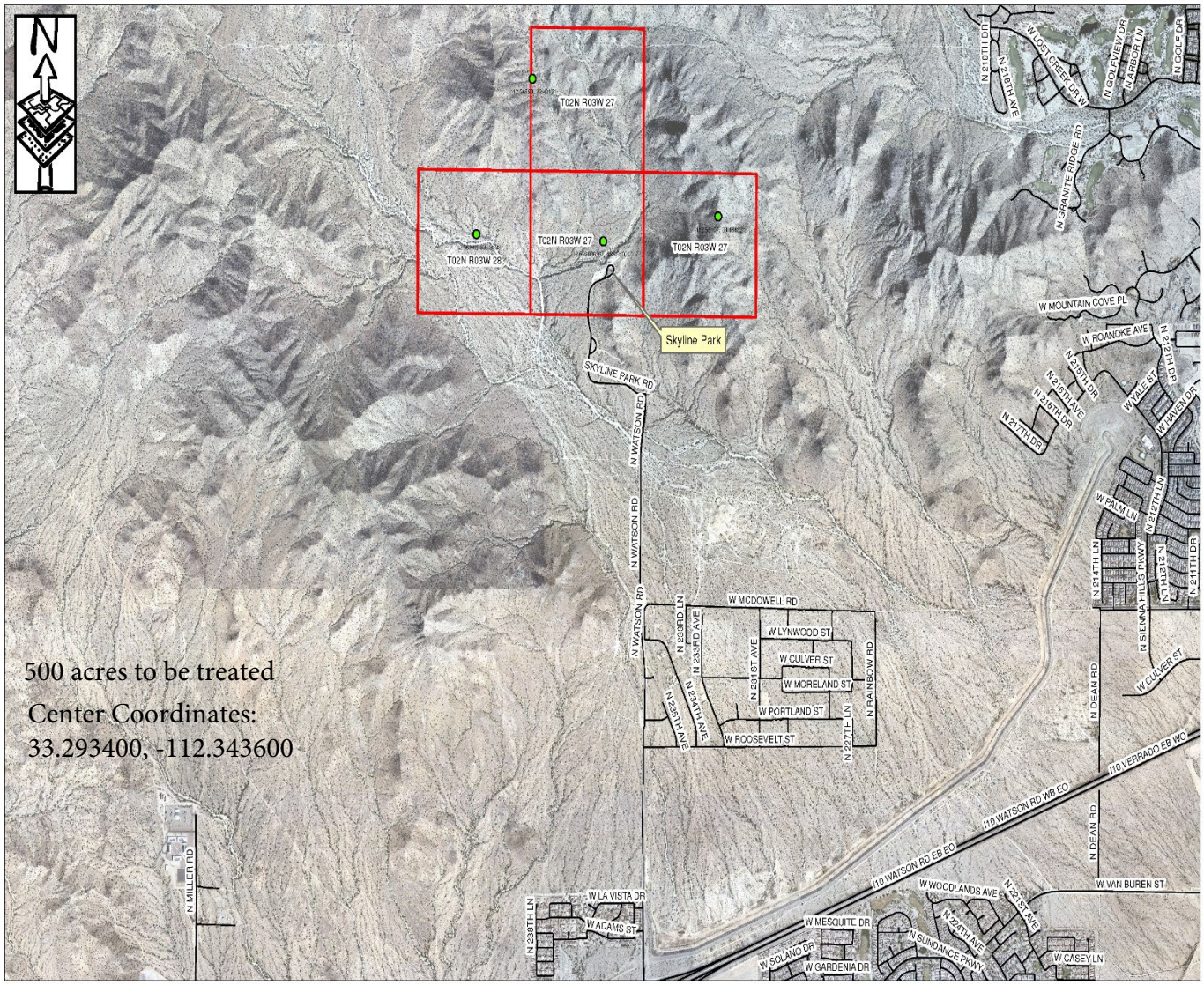
Project labor of $19,525 provided by Buckeye as an in-kind match, for labor for debris pick up, clean up, and hauling to local landfill by Buckeye staff at $48.81/ hour, 2 laborers for 40 hours/week for 5 weeks.

Total in-kind match from Buckeye is $22,225. This equates to a 10% match by Buckeye.

The grant share is $200,000 for contractor cost of $125,926 for herbicide, post-emergent, and application, $44,444 for labor, and $29,630 for monitoring, assessment, and reporting.

Budget Narrative - Continued

Use this additional space to provide a brief explanation of each budget item. Include a mathematical explanation for items that will be reimbursed by grant funds and those that will be provided as project match (add additional pages if needed).


N
T02N R03W 27
T02N R03W 27
T02N R03W 27
T02N R03W 28
Skyline Park
SKYLINE PARK RD
N WATSON RD
N WATSON RD
N WATSON RD
W MOUNTAIN COVE PL
W ROANOKE AVE
N 218TH DR
N 218TH AVE
W LOST CREEK DR W
N GOLFVIEW DR
N ARBOR LN
N GOLF DR
N GRANITE RIDGE RD
N 215TH DR
N 216TH AVE
N 213TH DR
N 217TH DR
N 212TH DR
W YALE ST
W HAVEN DR
W PALM LN
N 212TH LN
N 214TH LN
N SILVANA HILLS PKWY
N 211TH DR
W MCDOWELL RD
W LYNWOOD ST
W CULVER ST
W MORELAND ST
W PORTLAND ST
W ROOSEVELT ST
N 239TH LN
N 233RD AVE
N 231ST AVE
N 234TH AVE
N 235TH AVE
N 227TH LN
N RAINBOW RD
N DEAN RD
W CULVER ST
500 acres to be treated
Center Coordinates:
33.293400, -112.343600
I10 VERRADO EB WO
I10 WATSON RD WB EO
I10 WATSON RD EB EO
N DEAN RD
W VAN BUREN ST
W WOODLANDS AVE
N 225TH AVE
N 224TH AVE
N SUNDANCE PKWY
W CASEY LN
W MESQUITE DR
W SOLANO DR
W GARDENIA DR
W LA VISTA DR
W ADAMS ST
N 239TH LN
N MILLER RD

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.M. FIN - 2026 Arizona Library Services and Technology Act Grant Application through the Arizona State Library, Archives, and Public Records, a Division of the Office of the Arizona Secretary of State
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to ratify and approve the submission of a $86,558.40 grant application under the 2026 Arizona Library Services and Technology Act Grant to the Arizona State Library, Archives, and Public Records, a division of the Office of the Arizona Secretary of State, with a grant request in the sum of $38,240, and an in-kind match from the City of Buckeye of $48,318.40; and authorize and direct the Mayor, City Manager, City Attorney, and City Clerk to take all steps necessary to cause the execution and delivery, and carry out the purpose and intent of said application.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:

The CSD seeks to develop and implement a Makerspace Program for the Library. Makerspaces are designed as a collaborative workspace for people of all ages to explore, learn, create, and share ideas by using a variety of resources and tools. If awarded, funds will be used to purchase makerspace equipment and materials, including a three-dimensional (3D) printer, sewing and embroidery machine, vinyl printer, and other tools. These tools will support hands-on learning opportunities that introduce participants to advanced technology, Science, Technology, Engineering, Arts, and Mathematics (STEAM)-based tools, and creative skill development programs at the Library. Community members will benefit from this makerspace because it will support lifelong learning and introduce new and innovative technology and skill-building opportunities. The Makerspace is part of the Library's Master Plan. The grant covers a 12-month period.

BENEFITS:

The objective is to expand and enhance the Library's program offerings to the public. Community members will benefit by gaining hands-on access to emerging technology, enhanced digital literacy, and engagement in unique learning experiences. Makerspace resources and technology may also aid individuals who face difficulties learning through traditional methods. Makerspaces aid students' preparation for careers focused on problem-solving, creativity, adaptability, and technological literacy. These skills are in high demand for Science, Technology, Engineering, Arts, and Mathematics (STEAM) industries. This project also supports digital equity, workforce readiness, and the Library's role as a community hub for learning and innovation.

FUTURE ACTION:

If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award. If awarded and after all grant funding has been exhausted, any additional Makerspace needs will come from the CSD General Fund account unless additional grant funding opportunities become available, in which case the Grants team will pursue.

FINANCIAL IMPACT STATEMENT:

The 2026 Library Services and Technology Act grant portion is $38,240.00. There is a $48,318.40 in-kind match required for this grant. The in-kind match consists of the time and efforts of three Library staff members to run the Makerspace program. This in-kind match is included in the CSD General Fund Budget for Fiscal Year 2027. The total cost is $86,558.40. If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award.

CURRENT FISCAL YEAR TOTAL COST:
The total Fiscal Year 2027 cost is $86,558.40, with a $38,240 reimbursable based on the budget. These figures have been included in the City's CSD General Fund budget (1004151-510001), and the Community Services Department Grant budget (35764150-521525).

BUDGETED:
Yes

FISCAL YEAR:
2027

FUND/DEPARTMENT:
Grant: 35764150-521525, In-Kind Match: 10004151-510001

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
CAR Recap Summary - Library Services and Technology Act Grant Application.docx
Application Submitted 4.9.26.pdf
Buckeye_Makerspace_Budget.xlsx

2026 Arizona Library Services and Technology Act Grant Application through the Arizona State Library, Archives, and Public Records, a division of the office of the Arizona Secretary of State - Summary Recap

Project Description:

The City of Buckeye's Community Services Department seeks to develop and implement a Makerspace Program for the Buckeye Public Library. Makerspaces are designed as a collaborative workspace for people of all ages to explore, learn, create, and share ideas by using a variety of resources and tools. If awarded, funds will be used to purchase makerspace equipment and materials, including a three-dimensional (3D) printer, sewing and embroidery machine, vinyl printer, and other tools. These tools will support hands-on learning opportunities that introduce participants to advanced technology, Science, Technology, Engineering, Arts, and Mathematics (STEAM)-based tools, and creative skill development programs at the Buckeye Public Library – Coyote Branch. Community members will benefit from this makerspace because it will support lifelong learning and introduce new and innovative technology and skill-building opportunities. The Makerspace is part of the Buckeye Public Library's Master Plan. The grant covers a 12-month period.

Project Cost

- $ 86,558.40 ($38,240.00 Reimbursable based on budget)

Required Match

- $ 48,318.40 (in-kind)

Grant Amount

- $ 38,240.00

Future Action

- If awarded, the Award Agreement will be presented to Council for budget authority, as well as the authority to accept and execute the grant award. If awarded and after all grant funding has been exhausted, any additional Makerspace needs will come from the Community Services General Fund account unless additional grant funding opportunities become available, in which case the Grants team will pursue.

Objectives and Expected Outcomes

- The objective is to expand and enhance the Buckeye Public Library's program offerings to the public. Community members will benefit by gaining hands-on access to emerging technology, enhanced digital literacy, and engagement in unique learning experiences. Makerspace resources and technology may also aid individuals who face difficulties learning through traditional methods. Makerspaces aid students' preparation for careers focused on problem-solving, creativity, adaptability, and technological literacy. These skills are in high demand for Science, Technology, Engineering, Arts, and Mathematics (STEAM) industries. This project also supports digital equity, workforce readiness, and the Buckeye Public Library's role as a community hub for learning and innovation.

Time Period for the Grant

- FY 2027

Courtney Gomez

From: Rob Roach
Sent: Thursday, April 9, 2026 3:15 PM
To: Courtney Gomez
Subject: FW: Results for LSTA 2026 General Grant Application.

Rob Roach
Grant Program and Procurement Manager

City of Buckeye
530 E. Monroe Avenue
Buckeye, AZ 85326
(623) 349-6165
rroach@buckeyeaz.gov
www.Buckeyeaz.gov

Chance favors the prepared

From: donotreply@libwizard.com <donotreply@libwizard.com>
Sent: Thursday, April 9, 2026 3:13 PM
To: Rob Roach <rroach@buckeyeaz.gov>
Subject: Results for LSTA 2026 General Grant Application.

> You don't often get email from donotreply@libwizard.com. Learn why this is important

[**NOTICE:** This message originated outside of the City of Buckeye -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Form Name: LSTA 2026 General Grant Application
Submitted: Apr 09, 2026 03:13 PM
Submission ID: 23688201

Library Name:
Buckeye Public Library

Street Address:
21699 W. Yuma Rd., #116

City:
Buckeye

State:
AZ

ZIP Code:
85326

Website Address:
https://www.buckeyeaz.gov/community/residents/library

Unique Entity Identifier:
WYJHKKNHLA38

First Name:
Elizabeth

Last Name:
Garcia

Email:
egarcia@buckeyeaz.gov

Phone:
(623)349-6321

For your library, is this project New or Continuing?:
New

For the following question, refer to p. 6 of the grant guidelines. For more information on our state's LSTA goals, refer to the Arizona LSTA Five-Year Plan (2023-2027).Choose One Category:
Goal 2: Informal Education

Project Title:
Buckeye Public Library Makerspace

Primary Project Intent:
Lifelong Learning: Improve users' general knowledge and skills

Total Grant Funding Requested (round to the nearest whole number):
38240

Briefly summarize the project by completing the following::
The goal of this project is to provide a space and the tools to support lifelong learning for community members who are 13 years of age and older. The Buckeye Public Library seeks to establish a makerspace to support this goal. Makerspaces are designed as a collaborative workspace for people of all ages to explore, learn, create, and share ideas by using a variety of resources and tools. Funds will be used to purchase makerspace equipment and materials, including a three-dimensional (3D) printer, sewing and embroidery machine, vinyl printer, and other tools. These tools will support hands-on learning, technology access, and skill development programs at the Buckeye Public Library. Community members

will benefit from this makerspace because it will support lifelong learning and introduce new and innovative technology and skill-building opportunities.

What audiences are you targeting with this project and why?:
This project targets community members aged 13 and older to expand access to makerspace resources and innovative technology for teens and adults alike. Makerspaces provide hands-on learning opportunities that introduce participants to advanced technology, Science, Technology, Engineering, Arts, and Mathematics (STEAM)-based tools, and creative skill development. The Buckeye Public Library will use an open lab model and STEAM programming to ensure that participants can explore, learn, and build at their own pace while gaining practical experience. This approach supports lifelong learning, workforce readiness, and equitable access to emerging technologies for a broad community audience. According to Walden University, makerspaces promote collaboration, creativity, resilience, and communication skills while providing educational equity to the community (The Benefits of a Makerspace Learning Environment | Walden University). Additionally, learning styles vary from person to person, and the makerspace supports differentiated and inclusive learning by providing hands-on experiences rather than learning solely from a textbook. Lastly, makerspaces aid students' preparation for careers focused on problem-solving, creativity, adaptability, and technological literacy. These skills are in high demand for creative and STEAM industries. (The Power of Makerspaces: Research-Backed Benefits for 21st-Century Learning).

What community needs or opportunity does your project address?:
This project addresses the community's need for greater access to hands-on STEAM learning, advanced technology, and skill-building opportunities for teens and adults ages 13 and older. Many community members do not have access to makerspace tools or emerging technologies, such as 3D printers, embroidery and sewing machines, vinyl printers, etc., limiting opportunities for creative exploration, workforce development, and lifelong learning. The Buckeye Public Library will provide an open lab-style makerspace with STEAM-based programming. An article by learning.com mentions that greater emphasis on digital learning and literacy is in society's future. Additionally, the emphasis is on not only technical skills, but critical thinking, problem solving, and creativity. This project creates an opportunity for residents to build new skills, explore innovative technology, and engage in meaningful, hands-on educational experiences. By providing community access to these makerspace tools and technologies, learners have the opportunity to explore potential educational and/or workforce interests, such as woodworking, textiles, STEAM curriculum, 3D printing, etc. This project also supports digital equity, workforce readiness, and the Buckeye Public Library's role as a community hub for learning and innovation.

How do you know this is a need?:
Buckeye is a rural area with population clusters spread over 640 square miles, covered by greater than 90% agricultural/open space, 2% industrial/commercial use, and 4% residential. The World Population Review estimates a population of over 124,000 located 25 miles west of Phoenix. More than 27% of Buckeye's residents are under the age of 18. The community includes 37,486 households. Buckeye's main ethnic breakdown is 48% Latino, 42% White, 6.4% Black, and 3.6% two or more races. The average income is $54,322, the median age is 36 years, and 8% of households are below the poverty level (Buckeye, Arizona Population 2026). Buckeye has thousands of miles of dirt, gravel, and hiking trails within Buckeye. Large portions of Buckeye have been federally identified as historically disadvantaged in terms of transportation, health, equity, environmental indicators, Risk Management Plan (RMP) facility proximity, wastewater discharge, flood risk, education, income, socioeconomic indicators, unemployment, and a high level of vulnerability to negative effects caused by external stresses on

human health. The requested makerspace project and the specific items related thereto are part of the Buckeye Library Master Plan (https://www.buckeyeaz.gov/home/showpublisheddocument/12943/638270113870330000). During the crafting of the Buckeye library Master Plan Buckeye engaged the public for feedback. Also, a technology evaluation survey was sent out to the public, asking what technologies they would like to see in the library. As indicated by the aforementioned demographics, which indicate rapid population growth with a large youth and working-age population, there is a strong need for educational and skill-building opportunities for teens and young adults. These community members would benefit from access to STEAM and technology resources. Overall, Buckeye is a fast-growing and diverse community where access to advanced technology and hands-on learning opportunities are currently limited, creating a need for library-based makerspace services that support lifelong learning and workforce readiness. By providing a makerspace with STEAM programming and open lab access for ages 13 and older, the Buckeye Public Library will help meet the community's needs for technology access, skill development, and innovative learning opportunities that align with Buckeye's growing and evolving population.

How does this project relate to your library's mission or other plans (such as a technology plan)?:
Buckeye currently provides the following services: free WiFi, public access computers, and thousands of books and DVDs covering a myriad of topics. Access can be obtained at the library and remotely from any computer, tablet, or smartphone with an internet connection. The Buckeye Public Library's mission includes expanding digital literacy, fostering innovation, and providing equitable access to educational resources. This makerspace project directly supports the Buckeye Public Library's mission and technology plan by inspiring, engaging, and connecting patrons with current and emerging technologies while providing equitable access to tools that support lifelong learning, workforce development, and education. The requested makerspace project and the specific items related thereto are part of the Buckeye Library Master Plan. The makerspace aligns with the Buckeye Public Library's technology goals by modeling changing technology, offering hands-on STEAM learning opportunities, and giving teens and adults ages 13 and older access to innovative tools such as 3D printing and other emerging technologies that are often too expensive or unavailable in the community. This project also supports the Buckeye Public Library's commitment to identifying new technologies that provide enriching opportunities for patrons to strengthen digital literacy, creativity, and career readiness. By offering open lab access with STEAM programming, the makerspace advances the Buckeye Public Library's role as a community hub for technology, innovation, and lifelong learning while meeting the needs of Buckeye's growing and diverse population. Buckeye Public Library staff will monitor all makerspace tools and technologies to ensure proper usage and care.

What specific change(s) do you intend to achieve with this project?:
The Buckeye Public Library intends to increase access to makerspace technology and STEAM learning opportunities for community members ages 13 and older. The anticipated result is improved digital literacy, technical skills, and confidence in using emerging technologies through hands-on makerspace experiences and open lab programming. This project will also support lifelong learning and workforce readiness in Buckeye. Through this project, the Buckeye Public Library intends to promote educational equity while helping individuals build resilience, creativity, communication, and collaboration skills. Buckeye Public Library staff will collect qualitative direct feedback from participants about their experiences and perceived skill improvements. Participation numbers and engagement levels (number of times used, time spent using the makerspace, repeat users) will also be measured and serve as indicators.

Briefly explain why you have selected this outcome, tying it to the Needs Assessment provided.:

The makerspace tools and technologies outcome was selected because the Needs Assessment shows a clear demand for increased access to makerspace technology, STEAM learning, and hands-on skill-building opportunities for community members ages 13 and older in Buckeye. With a rapidly growing population, a large youth and working-age demographic, and limited access to advanced technology, the community would benefit from opportunities that build digital literacy, technical skills, and workforce readiness. Buckeye intends to provide the resources to accommodate these present and future needs. The outcome directly addresses these needs by focusing on expanding access to emerging technologies, supporting lifelong learning, and providing meaningful hands-on experiences through an open lab makerspace model and STEAM programming. This ensures that the project creates measurable change by improving access, skills, and confidence in using technology for Buckeye's growing and diverse community.

What will you do, and how will you do it? Give specific information about the types of activities, number of programs, or resources you will make available.:
The project will create a dedicated makerspace room at Buckeye's Coyote Branch Library equipped with a 3D printer, carbon dioxide (CO2) laser cutter, vinyl cutter, and sewing and embroidery machine to provide hands-on technology access for community members ages 13 and older. The makerspace will offer regular open lab hours where patrons can independently use equipment, along with one structured hands-on STEAM program each month to teach participants how to safely and effectively use the makerspace tools. The STEAM program will be conducted by Buckeye Public Library staff. Additional resources will include how-to videos, instructional guides, and staff support to ensure users can learn and build skills at their own pace. This combination of open lab access, availability of staff for help, monthly programming, and instructional resources will create consistent opportunities for hands-on learning, creativity, and technology skill development in the Buckeye community. Based on the popularity of this program, the Buckeye Public Library may expand this program in the future to allow for greater availability and community opportunities. Additionally, the Buckeye Public Library may potentially partner with local schools and job training programs for targeted outreach.

What steps has your library taken to prepare for this project?:
The Buckeye Public Library has taken several steps to prepare for this project by researching makerspaces in West and East Valley Phoenix libraries to better understand successful models and best practices. Buckeye Public Library staff created a list of makerspace equipment and resources currently used in other libraries and assessed which items would best benefit the Buckeye community's needs. Buckeye Public Library staff also assessed the available space at the Coyote Branch Library to ensure that these most beneficial resources could be appropriately housed without crowding. Additional research was conducted to identify the most appropriate and sustainable makerspace equipment for Buckeye, ensuring the selected tools align with community demand, space capacity, and the library's technology goals. The Buckeye Public Library's staff has the capacity to implement and manage the proposed program.

Why did you choose this approach for your project? Did you consider any alternative approaches?:
The Buckeye Public Library chose the makerspace approach because creating a dedicated makerspace with both open lab access and structured STEAM programming provides a balance of independent exploration and guided learning, allowing teens and adults to build skills at their own pace. This approach also allows individuals to receive instruction on how to safely and effectively use advanced technology. This model aligns with the Buckeye Public Library's mission to provide equitable access to innovative tools, support lifelong learning, and foster workforce readiness. Alternative approaches, such as offering only scheduled programs without open lab access or using mobile kits instead of a

permanent makerspace, were considered. However, these options would limit consistent access to technology, reduce opportunities for self-directed learning, and make it more difficult to develop ongoing skills and confidence in using emerging technologies, which are central goals for this project. Additionally, the makerspace tools and technologies selected are sustainable compared to alternative approaches, which typically require higher sustainment and personnel costs.

List at least one product or activity that will help you meet the outcome. All products and activities that are a part of your project should be tied to an outcome.:
One key activity that will help meet the outcome is the monthly hands-on STEAM program, where participants learn to use makerspace equipment such as the 3D printer, CO2 laser cutter, vinyl cutter, and sewing and embroidery machine. This structured program directly supports the outcome by teaching technical skills, building confidence with emerging technologies, and reinforcing STEAM concepts through guided, practical experience. Additionally, open lab hours and instructional resources like how-to videos and guides are products of the project that allow participants to practice independently, further developing digital literacy, creativity, and lifelong learning skills in alignment with the outcome.

Describe what tool(s) or method(s) you will use to evaluate each product or activity listed. Examples include pre- and post-assessments, surveys, focus groups, interviews, and observations.:
Participants will be requested to complete surveys after using the open lab hours to provide feedback on their experience with the makerspace equipment, including ease of use and the helpfulness of instructional videos and guides. Surveys will also be administered after the monthly hands-on STEAM program to evaluate participants' understanding of the equipment, confidence in using the tools, and satisfaction with the structured instruction. In addition, Buckeye Public Library staff will monitor participation numbers while conducting observations and check-ins during both open lab and program sessions to assess participant engagement, skill development, and how effectively the equipment and resources are being used. These evaluation tools will help measure skill development, engagement, and the effectiveness of both independent and guided makerspace activities in meeting the project's outcomes. Based on the popularity and feedback from patrons who have participated in this program, the Buckeye Public Library may expand and budget for this program in the future to allow for greater availability, sustainability, and community opportunities.

Provide a list of the names of project personnel, the organization they represent and their title, and a description of their duties for this project. If the project requires a consultant, provide a brief resume for any consultant for whom you are requesting LSTA funds and upload below.:
Sean Doyle, Buckeye Public Library, Library Systems and Technology Administrator. Sean will be responsible for overall program oversight, staff training, and data collection. City of Buckeye Library staff and volunteers will assist with the makerspace setup, patron guidance, and data collection. Rob Roach, City of Buckeye, Grant Program Manager. Courtney Gomez, Grant Program Administrator. Rob and Courtney will be responsible for all grant compliance, performance, and financial reporting, as required. Consultants are not required.

Identify the project director and explain why he or she is appropriate for this project.:
Elizabeth Garcia will serve as the Project Director. Elizabeth is the Library Manager, and she has direct oversight of library operations, staff coordination, and strategic priorities. Her leadership role positions her to guide implementation, ensure alignment with organizational goals, and support successful project outcomes. Elizabeth has managed previous technology implementation projects at the Buckeye Public Library, coordinated with stakeholders, and developed engaging programs for community members. Her

expertise in emerging technology and strong leadership skills will ensure the successful implementation and sustainability of the makerspace program.

If specific skills or expertise are necessary for project personnel, briefly list their qualifications.:
While there are no specific skills or expertise necessary for project personnel, all Buckeye Public Library staff are equipped to ensure the success of the proposed project. Both Elizabeth Garcia and Sean Doyle have expertise in emerging technology and have managed previous technology implementation projects at the Buckeye Public Library, coordinated with stakeholders, and developed engaging programs for community members.

If you are partnering with other organizations for this project, describe each partner's role. Provide a letter of support from each partnering organization and upload below.:
Not applicable at this time.

Provide a timeline that includes planning, implementation, and evaluation, and indicates when you plan to spend the grant funds. Remember, you cannot request grant funds before May 22, 2026, and you must spend them by September 3, 2027.:
May–July 2026 (Planning Phase) Project staff will finalize the makerspace implementation plan, confirm equipment specifications, prepare the makerspace room at Buckeye's Coyote Branch Library, and develop initial program outlines and safety procedures. No grant funds will be spent prior to May 22, 2026. Initial purchases of approved equipment will begin after May 22, 2026. August–December 2026 (Implementation Phase – Equipment Purchase & Setup) Grant funds will be used to purchase makerspace equipment, including the 3D printer, CO_2 laser cutter, vinyl cutter, and sewing and embroidery machine. Staff will complete equipment installation, develop instructional materials, and receive training on safe and effective operation. Marketing and outreach efforts will begin to introduce the makerspace to the community. January–August 2027 (Program Delivery Phase) The makerspace will operate with regular open lab hours for independent use by community members ages 13 and older. The library will offer one structured hands-on STEM program per month focused on learning makerspace equipment and building technical skills. Additional instructional guides and support resources will be made available. Remaining grant funds will be used for program supplies and materials during this period. January–September 2027 (Evaluation Phase) Library staff will collect participant surveys, review attendance data, and conduct observational assessments to evaluate engagement, skill development, and confidence using makerspace technologies. Project outcomes will be measured against stated goals, and final reporting will be completed. All grant funds will be fully expended by September 3, 2027.

If successful, will you continue this project once the grant period has ended? If so, how will you sustain it?:
Yes. If successful, the Buckeye Public Library intends to continue the makerspace after the grant period has ended by using the library's operational budget allocations, grant funding, and potential sponsorships from local businesses. Ongoing support will include routine supply replacement, equipment maintenance, and continued staff-led programming and open lab hours. Integrating the makerspace into regular library services ensures the project remains sustainable and continues providing technology access, skill-building opportunities, and lifelong learning experiences for the community beyond the grant period.

Provide a detailed explanation and justification of the proposed LSTA expenditures. This should include quotes, estimates, mileage, and other methods of calculating budget items.:
The proposed LSTA expenditures are based on vendor quotes and price estimates compiled for the

Buckeye Public Library Makerspace project. Major equipment costs include two Bambu Lab H2C Standard 3D printers ($6,000 total), one xTool P2 Versatile Bundle 55W CO_2 laser cutter ($6,000), one xTool SafetyPro AP2 Max Air Purifier ($2,700), one Silhouette Cameo Pro MK-II Ultimate Workspace ($1,500), one Brother NQ3550W Sewing & Embroidery Machine ($3,400), two Global Industrial 5-Drawer Rolling Tool Cabinets ($1,400), three Borroughs Work Benches ($3,500), one Kobalt 228-Piece Household Tool Set ($160), one 3D printer filament rack ($250 estimated), and four computers ($8,000 estimated). Supply and material costs are also based on vendor pricing and include starter materials for the laser cutter, multiple filament bundles for 3D printing, nozzle cleaning tools, cleaning supplies, pliers, a heat gun, vinyl in assorted colors, transfer tape, cutting blades, cutting mats, embroidery thread, bobbins, stabilizers, embroidery needles, and sewing scissors. These supply costs were calculated using estimated quantities needed to support open lab use and monthly programming during the grant period. A warranty for the xTool P2 ($350) is also included as a service cost to help protect the investment and reduce future repair risk. No mileage costs are included in this project budget. In addition, personnel support will be provided as in-kind match rather than requested grant funds. Overall, the budget reflects direct quotes where available, reasonable market estimates where exact models are still being finalized, and quantities calculated to ensure the makerspace has the equipment, furniture, technology, and consumable materials necessary to launch and sustain public service. The makerspace will support open lab access and monthly hands-on STEM programming for ages 13 and older, providing access to 3D printing, laser cutting, vinyl cutting, and sewing/embroidery technology.

Salaries/Wages/BenefitsIncludes all salaries, wages, and fringe benefits paid to temporary project staff directly contributing to the project.:
Personnel costs for this project are part of the Buckeye Public Library's in-kind match and include staff time dedicated to planning, implementation, training, and ongoing makerspace support. The project will allocate approximately 1,040 hours from one Library Systems & Technology Administrator at $42.92 per hour and two Library Assistant Seniors at $25.00 per hour each ($42.92 x 520 = $22,318.40, $25.00 x 520 = $13,000 x 2 = $26,000. Total: $22,318.40 + $26,000 = $48,318.40). These staff members will support equipment setup, development of instructional materials, delivery of monthly hands-on STEM programs, supervision of open lab hours, and evaluation activities. Personnel involvement ensures the makerspace is implemented effectively and remains accessible, safe, and sustainable for community use throughout the grant period.

Salaries (LSTA):
0

Salaries (Match):
48318.4

Consultant FeesIncludes all expenses related to acquiring the services of a consultant for a specific activity within the project. Costs may include fees, travel, accommodation, and support services hired directly by the consultant. :
Not applicable.

Consultant Fees (LSTA):
0

Consultant Fees (Match):
0

TravelIncludes travel costs related to the project activities and incurred by the staff working on the project. Costs can include airfare, ground transportation, accommodation, meals, etc. :
Not applicable.

Travel (LSTA):
0

Travel (Match):
0

Supplies/MaterialsIncludes costs for supplies and materials with a per unit cost less than $10,000.00.:
Supply costs for this project include materials and supporting tools needed to operate the makerspace and provide hands-on programming. These items include: • Bambu Lab H2C Standard • xTool P2 Versatile Bundle (55W CO2 Laser Cutter) • xTool P2 Starter Pack, xTool P2 Warranty • xTool SafetyPro AP2 Max Air Purifier • Silhouette Cameo Pro MK-II Ultimate Workspace • Brother NQ3550W Sewing & Embroidery Machine • Global Industrial 5-Drawer Rolling Tool Cabinet • Borroughs Work Bench • Kobalt 228 Piece Household Tool Set • 3D Printer Filament Rack • Computers • Filament Bundle - Black & White • Filament Bundle - Brown, Red, Blue, Green, Yellow, Orange, Purple, Pink, Beige, Oak, • Filament Bundle - Quadruple Color Silk • Silk Filament Bundle • 3D Printer Nozzle Cleaning Kit • Spray bottle • Microfiber Cleaning Cloth • Needle nose pliers • Heat gun • Vinyl (black and white) • Transfer tape • Cutting blades • Cutting mats • Embroidery thread • Bobbins • Cut away stabilizer • Tear away stabilizer • Embroidery needles • Big and small sewing scissors These supplies and materials are all below the $10,000 per-unit threshold and are necessary to support ongoing makerspace use, equipment operation, project activities, and participant learning.

Supplies/Materials (LSTA):
37890

Supplies/Materials (Match):
0

EquipmentIncludes tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds $10,000.00.:
Not applicable

Equipment (LSTA):
0

Equipment (Match):
0

ServicesIncludes project activities undertaken by a third-party contractor or vendor. Includes printing, subscriptions, maintenance, etc.:
The Buckeye Public Library is requesting funding to support the xTool P2 Warranty.

Services (LSTA):
350

Services (Match):
0

Indirect CostsIncludes incurred costs that cannot be readily isolated or identified with just one project or activity. These types of costs are often referred to as "overhead costs." Typical examples are charges for utilities, general insurance, use of office space and equipment that you own, local telephone service, and the salaries of the management and administrative personnel of the organization. :
Not applicable.

Indirect Costs (LSTA):
0

Indirect Costs (Match):
0

Is the activity directed at the library workforce (including volunteers and trustees)?:
No

Are you targeting the general population or specific group?:
General Population

Which geographical audience is it intended for? Check all that apply.:
Urban, Suburban, Rural

Select one or more of the following target age groups.:
13-17 years, 18-25 years, 26-49 years, 50-59 years, 60-69 years, 70+ years

If the project is directed at those in one or more of the following economic situations, select one or more.:
Not Applicable

If the activity is directed at ethnic or minority populations, select one or more.:
Not Applicable

Is the project directed at families?:
Yes

Is the project directed at intergenerational groups (does not include families)?:
Yes

Is the project directed at immigrants/refugees?:
No

Is the project directed at those with disabilities?:

Yes

Is the project directed at those with limited functional literacy or informational skills?:
Yes

The library's most recent reorganization occurred::
Within the past 10 years

Number of years the Project Manager has spent managing a grant::
More than 5 years

Number of years the Project Manager has been employed in the applying library's system::
6 or more years

Does your accounting system identify and track expenditure and receipt of program funds separately for each grant award?:
Yes

First Name:
Rob

Last Name:
Roach

Title:
Grant Program Manager

Item	Quantity	Item Price
Bambu Lab H2C Standard	2	$ 3,000.00
xTool P2 Versatile Bundle (55W CO2 Laser Cutter)	1	$ 6,000.00
xTool P2 Starter Pack	4	$ 200.00
xTool P2 Warranty	1	$ 350.00
xTool SafetyPro AP2 Max Air Purifier	1	$ 2,700.00
Silhouette Cameo Pro MK-II Ultimate Workspace	1	$ 1,500.00
Brother NQ3550W Sewing & Embroidery Machine	1	$ 3,400.00
Global Industrial 5-Drawer Rolling Tool Cabinet	2	$ 700.00
Borroughs Work Bench	3	$ 1,166.67
Kobalt 228 Piece Household Tool Set	1	$ 160.00
3D Printer Filament Rack	1	$ 250.00
Computers	4	$ 2,000.00
Filament Bundle - Black & White	6	$ 110.00
Filament Bundle - Brown, Red, Blue, Green, Yellow, Orang	6	$ 175.00
Filament Bundle - Quadruple Color Silk	4	$ 68.75
Silk Filament Bundle	4	$ 212.50
3D Printer Nozzle Cleaning Kit	1	$ 15.00

Spray Bottle	1	$ 11.00
Microfiber Cleaning Cloth	1	$ 7.00
Needle Nose Pliers	1	$ 12.00
Heat Gun	1	$ 30.00
Vinyl	3	$ 33.33
Vinyl - black	3	$ 23.33
Vinyl - White	3	$ 23.33
Transfer Tape	3	$ 20.00
Cutting Blades	3	$ 43.33
Cutting Mats	10	$ 35.00
Embroidery Thread	3	$ 50.00
Bobbins	2	$ 10.00
Cut Away Stabilizer	3	$ 30.00
Tear Away Stabilizer	3	$ 23.33
Bobbins	4	$ 17.50
Embroidery Needles	2	$ 7.50
Big Sewing Scissors	2	$ 20.00
Small Sewing Scissors	2	$ 17.50

Total With Tax and Delivery
$ 6,000.00
$ 6,000.00
$ 800.00
$ 350.00
$ 2,700.00
$ 1,500.00
$ 3,400.00
$ 1,400.00
$ 3,500.00
$ 160.00
$ 250.00
$ 8,000.00
$ 660.00
$ 1,050.00
$ 275.00
$ 850.00
$ 15.00

$	11.00
$	7.00
$	12.00
$	30.00
$	100.00
$	70.00
$	70.00
$	60.00
$	130.00
$	350.00
$	150.00
$	20.00
$	90.00
$	70.00
$	70.00
$	15.00
$	40.00
$	35.00
$	-
$	-
$	-
$	-
$	**38,240.00**

Link
https://us.store.bambulab.com/products/h2c
https://www.xtool.com/products/xtool-p2-55w-co2-laser-cutter
https://www.xtool.com/products/xtool-safetypro-ap2
https://www.silhouetteamerica.com/silhouette-cameo-pro-mk-ii-kml
https://www.amazon.com/dp/B0CV1YML4G
https://www.globalindustrial.com/p/global-industrial-26in-5-drawer-rolling-cabinet
https://www.lowes.com/pd/Borroughs-60-in-L-x-36-in-H-Rolling-Powder-Coated-Fi
https://www.lowes.com/pd/Kobalt-Premium-Homeowner-Set/5015723991
https://www.amazon.com/SUNLU-Printer-Filament-PLA-1-75mm/dp/B0DJ713599/
https://www.amazon.com/SUNLU-3D-Filament-PLA-Plus/dp/B0F43FKP3S/ref=ast_s
https://www.amazon.com/SUNLU-Filament-Silk-Multicolor-Individually/dp/B0F6T2
https://www.amazon.com/SUNLU-Filament-Silk-Multicolor-Individually/dp/B0F6NC
https://www.amazon.com/YOOPAI-Printer-Cleaning-Needles-Nozzles/dp/B0DK7B2

https://www.amazon.com/All-Purpose-Spraying-Cleaning-Solution-Adjustable/dp/E

https://www.amazon.com/HOMEXCEL-Microfiber-Cleaning-Absorbent-Washing/dp

amazon.com/ZUZUAN-VISE-GRIP-Pliers-Precision-Crafts,_2pcs/dp/B0B5CQ6KNS/re

https://www.amazon.com/WORKPRO-3-5A-Heat-Gun/dp/B0CJJ384QG/ref=sr_1_1

https://www.amazon.com/Permanent-Vinyl-Cricut-Machines-75Pack/dp/B0DWK2E

https://www.amazon.com/iImagine-Vinyl-Matte-Black-Permanent/dp/B0C39PDTD

https://www.amazon.com/iImagine-Vinyl-Matte-Black-Permanent/dp/B0B74G3WN

https://www.amazon.com/JH-Best-Crafts-Alignment-Silhouette/dp/B08B54W591/r

https://www.silhouetteamerica.com/auto-blade

https://www.silhouetteamerica.com/cameo-pro-mat

https://www.amazon.com/New-brothread-Compatible-Polyester-Embroidery/dp/B

https://www.amazon.com/Bobbins-Bro-Ther-Machine-Sin-ger-bobbins/dp/B09LXK

https://www.amazon.com/New-brothread-Machine-Embroidery-Stabilizer/dp/B07

https://www.amazon.com/New-brothread-Machine-Embroidery-Stabilizer/dp/B07

https://www.amazon.com/Spool-Bobbin-Thread-1BLACK-1WHITE/dp/B086BW4DK

https://www.amazon.com/Embroidery-Machine-Universal-Stainless-Machines/dp/

https://www.amazon.com/Fiskars-RazorEdge-Fabric-Scissors-Ergonomic/dp/B0DG4

https://www.amazon.com/Fiskars-94817797-Micro-Tip-Scissors-Orange/dp/B0000

Justification	Category
Dual-station 3D printing supporting STEM education, prototyping, assistive device creation, and workforce skill exposure.	Equipment
Primary fabrication system enabling engraving and cutting of wood, acrylic, leather, and glass for signage, entrepreneurship programs, and creative	Equipment
XTool Materals	Materials
Warrenty for the XTool	Services
Ensures safe indoor operation of the CO_2 laser system by filtering fumes during supervised public use sessions.	Equipment
Supports vinyl cutting, sticker creation, signage production, and apparel customization workshops aligned with beginner maker programming.	Equipment
Expands makerspace offerings into textiles and embroidery, supporting patch-making, tote personalization, cosplay, and small-business skill development.	Equipment
Provides secure, mobile storage and stable workstation surfaces for each 3D printer station.	Equipment
Solid and durable base for equipment	Equipment
For Repairs on equipment	Equipment
NEED TO PICK EXACT MODEL	Equipment
Standard with COB IT laptops, and will need one for each 3d printer, xtool, and vinal cutter	Equipment
Needed to print on the 3D printer - black and white are frequently used colors	Materials
Needed to print on the 3D Printer - basic colors for printing a variety of models	Materials
Needed to print on the 3D Printer - Fun colors that patrons of all ages would enjoy using.	Materials
Needed to print on the 3D Printer - shiny colors that patrons of all ages would enjoy using.	Materials
Needed to clean the nozzle on the 3D Printer to prevent filament build up which can cause faulty prints.	Materials

Used to clean the 3D Printer build plate. Build plate should be cleaned with soapy water after every 3-4 prints to help prevent faulty builds.	Materials
Used to clean the 3D Printer build plate. Build plate should be cleaned with soapy water after every 3-4 prints to help prevent faulty builds.	Materials
Needed for the 3D Printing to remove supports.	Materials
Used with the 3D Printer. Needed for removing fine strands of filament from printed models.	Materials
For the Silhouette Cameo. Variety of colors that would appeal to patrons of all ages.	Materials
Needed for the Silhouette Cameo. Black is a frequently used color.	Materials
Needed for the Silhouette Cameo. White is a frequently used color.	Materials
For the Silhouette Machine. Used to transfer cut vinyl onto surfaces.	Materials
Raplacement blades for when current ones get too dull.	Materials
Used for the Silhouette Machine. This is a frequently replaced consumable.	Materials
Needed for embroidering.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials
Needed for the Embroidery Machine.	Materials

Position	Hourly Rate	# of Hours	Total
Library Systems & Tech Administrator	$42.92	520	$22,318.40
Library Assistant Senior	$25.00	520	$13,000.00
Library Assistant Senior	$25.00	520	$13,000.00
TOTAL IN-KIND MATCH			$48,318.40

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.N. FIN - US Department of Justice Office on Violence Against Women Fiscal Year 2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program
DATE PREPARED: 05/04/26	**DISTRICT NO.:** All
STAFF LIAISON: Rob Roach, Grant Program and Procurement Manager, rroach@buckeyeaz.gov, (623) 349-6165	
DEPARTMENT: Financial Services	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 42-26 approving the OVW FY2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program Award between the City of Buckeye, an Arizona municipal corporation, and the United States Department of Justice Office on Violence Against Women, to support efforts by states, Indian tribes, and units of local government to prevent, investigate and prosecute cybercrimes against individuals; and authorizing the City Manager to execute and deliver said Grant Award on behalf of the City and to create a new Forensic Analyst position.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:

The Buckeye Police Department prevents, enforces, and prosecutes cybercrimes against individuals with a focus on adult and young adult cybercrime victims. Cybercrimes against individuals are defined as criminal offenses that involve the use of a computer to harass, threaten, stalk, extort, coerce, cause fear to, or intimidate an individual without their consent to distribute intimate images of an adult, except that use of a computer need not be an element of the offense. The project will cover a full-time Forensic Analyst's salary, benefits, and training for 36 months. This grant award will support training for select officers to identify and protect victims of cybercrimes. The Buckeye Police Department's goal is to reduce investigative case time, increase prosecution, and conduct community education campaigns regarding cybercrime and domestic violence prevention. This community outreach and education will help build the community's trust in the Buckeye Police Department and encourage community members not to be afraid to contact the police when in need. By approving this grant award, the Buckeye City Council approves the addition of the Forensic Analyst position to the Buckeye Police Department.

BENEFITS:

The addition of a Forensic Analyst position will benefit the Buckeye Police Department as an effective means to combat cybercrimes committed against individuals in the community. The addition of a dedicated Cybercrimes Forensic Analyst will significantly enhance the City's ability to investigate, prevent, and respond to technology-related criminal activity. As community reliance on digital platforms grows, so does the risk of cybercrime. This strategic investment in public safety positions the city to safeguard its residents and protect its economic vitality.

FUTURE ACTION:

After all grant funds have been expended and after the 36-month grant period of performance has expired, the City of Buckeye will have the following options regarding the Forensic Analyst: retain the position, terminate the position, or research alternative funding opportunities in which the Grants Team will pursue.

FINANCIAL IMPACT STATEMENT:

The grant award is $700,000 with no City of Buckeye match requirement, over a 36-month period. It is anticipated that at the end of the 36-month period, the position and costs will be included as a part of the Police Department budget withing the General Fund.

CURRENT FISCAL YEAR TOTAL COST:

The fiscal year 2027 cost is estimated to be between $150,000 and $200,000, reimbursable by the grant. The total cost over 36 months will be $700,000 reimbursable through the grant.

BUDGETED:
Yes

FISCAL YEAR:
FY2027-2030

FUND/DEPARTMENT:
Police Department/Grant Organization Account 35732121

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Pre-Acceptance Award Package_15JOVW-25-GG-01856-LCYB_010051_AW-165155.pdf
CAR Recap Cybercrimes Award.docx
Resolution No. 42-26 Approving the FY 2025 OVW Grant Award.pdf

Department of Justice (DOJ)

Office on Violence Against Women (OVW)

Washington, D.C. 20531

Name and Address of Recipient:	CITY OF BUCKEYE 530 E MONROE AVE
City, State and Zip:	BUCKEYE, AZ 85326
Recipient UEI:	WYJHKKNHLA38
Project Title: The City of Buckeye Cybercrimes Project	**Award Number:** 15JOVW-25-GG-01856-LCYB
Solicitation Title: OVW FY 2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program	
Federal Award Amount: $700,000.00	**Federal Award Date:** 4/15/26
Awarding Agency:	Office on Violence Against Women
Award Type:	Initial
Funding Instrument Type:	Grant
Assistance Listing: 16.060 - Local Law Enforcement Grants for Enforcement of Cybercrimes	
Project Period Start Date: 5/1/26	**Project Period End Date:** 4/30/29
Budget Period Start Date: 5/1/26	**Budget Period End Date**: 4/30/29

Project Description:

The Local Law Enforcement Grants for Enforcement of Cybercrimes Program (Cybercrimes Enforcement Program) supports efforts by States, Indian Tribes, and units of local government to prevent, investigate and prosecute cybercrimes against individuals. Cybercrimes against individuals are defined as criminal offenses that involve the use of a computer to harass, threaten, stalk, extort, coerce, cause fear to, or intimidate an individual, or without consent distribute intimate images of an adult, except that use of a computer need not be an element of the offense. (See 34 U.S.C. § 30107(a)(2)). The term computer includes a computer network and an interactive electronic device. Cybercrimes against individuals do not include the use of a computer to cause harm to a commercial entity, government agency or nonnatural person.

The project will support the following activities: 1) funding a Forensic Analyst position to monitor, analyze, and report digital forensic evidence for the purpose of prevention, enforcement, and prosecution of cybercrimes; 2) providing training for up to six people on digital forensics systems, sexual assault investigations, and the concept of a digital footprint; and 3) purchasing equipment to assist with investigation and prosecution of cybercrimes.

Award Letter

April 15, 2026

Dear Rob Roach,

On behalf of the Attorney General, it is my pleasure to inform you the Office on Violence Against Women (OVW) has approved the application submitted by CITY OF BUCKEYE for an award under the funding opportunity entitled 2025 OVW FY 2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program. The approved award amount is $700,000.

Review the Award Instrument below carefully and familiarize yourself with all conditions and requirements before accepting your award. The Award Instrument includes the Award Offer (Award Information, Project Information, Financial Information, and Award Conditions) and Award Acceptance. For COPS Office and OVW funding the Award

Offer also includes any Other Award Documents.

Please note that award requirements include not only the conditions and limitations set forth in the Award Offer, but also compliance with assurances and certifications that relate to conduct during the period of performance for the award. These requirements encompass financial, administrative, and programmatic matters, as well as other important matters (e.g., specific restrictions on use of funds). Therefore, all key staff should receive the award conditions, the assurances and certifications, and the application as approved by OVW, so that they understand the award requirements. Information on all pertinent award requirements also must be provided to any subrecipient of the award.

Should you accept the award and then fail to comply with an award requirement, DOJ will pursue appropriate remedies for non-compliance, which may include termination of the award and/or a requirement to repay award funds.

Prior to accepting the award, your Entity Administrator must assign a Financial Manager, Grant Award Administrator, and Authorized Representative(s) in the Justice Grants System (JustGrants). The Entity Administrator will need to ensure the assigned Authorized Representative(s) is current and has the legal authority to accept awards and bind the entity to the award terms and conditions. To accept the award, the Authorized Representative(s) must accept all parts of the Award Offer in the Justice Grants System (JustGrants), including by executing the required declaration and certification, within 45 days from the award date.

To access your funds, you will need to enroll in the Automated Standard Application for Payments (ASAP) system, if you haven't already completed the enrollment process in ASAP. The Entity Administrator should have already received an email from ASAP to initiate this process.

Congratulations, and we look forward to working with you.

Ginger Baran Lyons
Deputy Director for Grants Management and Development (Supervisory Official)

Office for Civil Rights Notice for All Recipients

The Office for Civil Rights (OCR), Office of Justice Programs (OJP), U.S. Department of Justice (DOJ) enforces federal civil rights laws and other provisions that prohibit discrimination by recipients of federal financial assistance from OJP, the Office of Community Oriented Policing Services (COPS), and the Office on Violence Against Women (OVW).

Several civil rights laws, including Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, require recipients of federal financial assistance (recipients) to give assurances that they will comply with those laws. Taken together, these and other civil rights laws prohibit recipients from discriminating in the provision of services and employment because of race, color, national origin, religion, disability, and sex or from discriminating in the provision of services on the bases of age.

Some recipients of DOJ financial assistance have additional obligations to comply with other applicable nondiscrimination provisions like the Omnibus Crime Control and Safe Streets Act of 1968, which prohibits discrimination on the basis of religion in addition to race, color, national origin, and sex. Recipients may also have related requirements regarding the development and implementation of equal employment opportunity programs.

OCR provides technical assistance, training, and other resources to help recipients comply with civil rights obligations. Further, OCR administratively enforces civil rights laws and nondiscrimination provisions by investigating DOJ recipients that are the subject of discrimination complaints. In addition, OCR conducts compliance reviews of DOJ recipients based on regulatory criteria. These investigations and compliance reviews permit OCR to evaluate whether DOJ recipients are providing services to the public and engaging in employment practices in a nondiscriminatory manner.

For more information about OCR, your civil rights and nondiscrimination responsibilities, how to notify your employees or beneficiaries of their civil rights protections and responsibilities and how to file a complaint, as well as technical assistance, training, and other resources, please visit www.ojp.gov/program/civil-rights-office/outreach. If you would like OCR to assist you in fulfilling your civil rights or nondiscrimination responsibilities, please contact us at askOCR@ojp.usdoj.gov or www.ojp.gov/program/civil-rights-office/about#ocr-contacts.

Memorandum Regarding NEPA

NEPA Letter Type
OVW – Categorical Exclusion - No Renovations Allowed

NEPA Letter

Renovations and construction are unallowable under this grant, and therefore none of the following activities?will be conducted?under the OVW federal action (i.e., the OVW-funded grant project) or a related third-party action:??
1. New construction.??

2. Any renovation or remodeling of a property located in an environmentally or historically sensitive area, including prope

3. A?renovation which?will change the basic prior use of a facility or significantly change its size.?

4. Research and technology whose anticipated and future application?could be expected?to have an effect on the envir

5. Implementation of a program involving the use of chemicals.??

In addition, the OVW federal action is neither a phase nor a segment of a project that, when reviewed in its entirety, wou

Consequently, the subject federal action meets the Office on Violence Against Women's criteria for a categorical exclusi

NEPA Coordinator

First Name	Middle Name	Last Name
Debra	no value	Murphy

Award Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Recipient Information

Recipient Name

UEI
WYJHKKNHLA38

Street 1
530 E MONROE AVE

Street 2

City
BUCKEYE

State/U.S. Territory
Arizona

Zip/Postal Code
85326

Country
United States

County/Parish

Province

Award Details

Federal Award Date
4/15/26

Award Type
Initial

Award Number
15JOVW-25-GG-01856-LCYB

Supplement Number
00

Federal Award Amount
$700,000.00

Funding Instrument Type
Grant

Assistance Listing Number	Assistance Listings Program Title
16.060	Local Law Enforcement Grants for Enforcement of Cybercrimes

Statutory Authority
34 U.S.C. § 30107

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Project Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Solicitation Title
2025 OVW FY 2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program

Awarding Agency
OVW

Application Number
GRANT14476855

Grant Manager Name
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Project Title
The City of Buckeye Cybercrimes Project

Performance Period Start Date
05/01/2026

Performance Period End Date
04/30/2029

Budget Period Start Date
05/01/2026

Budget Period End Date
04/30/2029

Project Description
The Local Law Enforcement Grants for Enforcement of Cybercrimes Program (Cybercrimes Enforcement Program) supports efforts by States, Indian Tribes, and units of local government to prevent, investigate and prosecute cybercrimes against individuals. Cybercrimes against individuals are defined as criminal offenses that involve the use of a computer to harass, threaten, stalk, extort, coerce, cause fear to, or intimidate an individual, or without consent distribute intimate images of an adult, except that use of a computer need not be an

element of the offense. (See 34 U.S.C. § 30107(a)(2)). The term computer includes a computer network and an interactive electronic device. Cybercrimes against individuals do not include the use of a computer to cause harm to a commercial entity, government agency or nonnatural person.

The project will support the following activities: 1) funding a Forensic Analyst position to monitor, analyze, and report digital forensic evidence for the purpose of prevention, enforcement, and prosecution of cybercrimes; 2) providing training for up to six people on digital forensics systems, sexual assault investigations, and the concept of a digital footprint; and 3) purchasing equipment to assist with investigation and prosecution of cybercrimes.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Financial Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

The recipient budget is currently under review.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Award Conditions

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Condition 1
Requirements of the award; remedies for non-compliance or for materially false statements

The conditions of this award are material requirements of the award. Compliance with any assurances or certifications submitted by or on behalf of the recipient that relate to conduct during the period of performance also is a material requirement of this award.

By signing and accepting this award on behalf of the recipient, the authorized recipient official accepts all material requirements of the award, and specifically adopts, as if personally executed by the authorized recipient official, all assurances or certifications submitted by or on behalf of the recipient that relate to conduct during the period of performance.

Failure to comply with any one or more of these award requirements -- whether a condition set out in full below, a condition incorporated by reference below, or an assurance or certification related to conduct during the award period -- may result in the Office on Violence Against Women (OVW) taking appropriate action with respect to the recipient and the award. Among other things, OVW may withhold award funds, disallow costs, or suspend or terminate the award. The U.S. Department of Justice (DOJ), including OVW, also may take other legal action as appropriate.

Any materially false, fictitious, or fraudulent statement to the federal government related to this award (or concealment or omission of a material fact) may be the subject of criminal prosecution (including under 18 U.S.C. 1001 and/or 1621, and/or 34 U.S.C. 10271-10273), and also may lead to imposition of civil penalties and administrative remedies for false claims or otherwise (including under 31 U.S.C. 3729-3730 and 3801-3812).

Should any provision of a requirement of this award be held to be invalid or unenforceable by its terms, that provision shall first be applied with a limited construction so as to give it the maximum effect permitted by law. Should it be held, instead, that the provision is utterly invalid or -unenforceable, such provision shall be deemed severable from this award.

Condition 2
Applicability of Part 200 Uniform Requirements and DOJ Grants Financial Guide

The recipient agrees to comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements in 2 C.F.R. Part 200, as adopted and supplemented by the Department of Justice (DOJ) in 2 C.F.R. Part 2800 (together, the "Part 200 Uniform Requirements"), and the current edition of the DOJ Grants Financial Guide as posted on the OVW website, including any updated version that may be posted during the period of performance. The recipient also agrees that all financial records pertinent to this award, including the general accounting ledger and all supporting documents, are subject to agency review throughout the life of the award, during the close-out process, and for three years after submission of the final Federal Financial Report (SF-425) or as long as the records are retained, whichever is longer, pursuant to 2 C.F.R. 200.334, 200.337.

Condition 3
Requirement to report potentially duplicative funding

If the recipient currently has other active awards of federal funds, or if the recipient receives any other award of federal funds during the period of performance for this award, the recipient promptly must determine whether funds from any of those other federal awards have been, are being, or are to be used (in whole or in part) for one or more of the identical cost items for which funds are provided under this award. If so, the recipient must promptly notify OVW in writing of the potential duplication, and, if so requested by OVW, must seek a budget-modification or change-of-project-scope Grant Award Modification (GAM) to eliminate any inappropriate duplication of funding.

Condition 4
Requirements related to System for Award Management and unique entity identifiers

The recipient must comply with applicable requirements regarding the System for Award Management (SAM), currently accessible at https://www.sam.gov. This includes applicable requirements regarding registration with SAM, as well as maintaining current information in SAM.

The recipient also must comply with applicable restrictions on subawards (subgrants) to first-tier subrecipients (subgrantees), including restrictions on subawards to entities that do not acquire and provide (to the recipient) the unique entity identifier assigned by SAM.

The details of the recipient's obligations related to SAM and to unique entity identifiers are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: Requirements related to System for Award Management (SAM) and unique entity identifiers") and are incorporated by reference here.

Condition 5
Requirement to report actual or imminent breach of personally identifiable information (PII)

The recipient (and any subrecipient at any tier) must have written procedures in place to respond in the event of an actual or imminent breach (as defined in OMB M-17-12) if it (or a subrecipient)-- 1) creates, collects, uses, processes, stores, maintains, disseminates, discloses, or disposes of personally identifiable information (PII) (as defined in 2 C.F.R. 200.1) within the scope of an OVW grant-funded program or activity, or 2) uses or operates a Federal information system (as defined in OMB Circular A-130). The recipient's breach procedures must include a requirement to report actual or imminent breach of PII to an OVW Program Manager no later than 24 hours after an occurrence of an actual breach, or the detection of an imminent breach.

Condition 6
Requirements pertaining to prohibited conduct related to trafficking in persons (including reporting requirements and OVW authority to terminate award)

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable requirements (including requirements to report allegations) pertaining to prohibited conduct related to the trafficking of persons, whether on the part of recipients, subrecipients (subgrantees), or individuals defined (for purposes of this condition) as "employees" of the recipient or of any subrecipient.

The details of the recipient's obligations related to prohibited conduct related to trafficking in persons are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: Prohibited conduct by recipients and subrecipients related to trafficking in persons (including reporting requirements and OVW authority to terminate award)") and are incorporated by reference here.

Condition 7
Determinations of suitability to interact with participating minors

This condition applies to this award if it is indicated in the application for the award (as approved by DOJ) (or in the application for any subaward at any tier), the DOJ funding announcement (notice of funding opportunity), or an associated federal statute that a purpose of some or all of the activities to be carried out under the award (whether by the recipient or a subrecipient at any tier) is to benefit a set of individuals under 18 years of age.

The recipient, and any subrecipient at any tier, must make determinations of suitability before certain individuals may interact with participating minors. This requirement applies regardless of an individual's employment status. The details of this requirement are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award condition: Determination of suitability required, in advance, for certain individuals who may interact with participating minors") and are incorporated by reference here.

Condition 8
Compliance with applicable rules regarding approval, planning, and reporting of conferences, meetings, trainings, and other events

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable laws, regulations, policies, and official DOJ guidance (including specific cost limits, prior approval and reporting requirements, where applicable) governing the use of federal funds for expenses related to conferences (as that term is defined by DOJ), including the provision of food and/or beverages at such conferences, and costs of attendance at such conferences.

Information on the pertinent DOJ definition of conferences and the rules applicable to this award appears on the OVW website at https://www.justice.gov/ovw/conference-planning.

Condition 9
OVW Training Guiding Principles

The recipient understands and agrees that any training or training materials developed or delivered with funding provided under this award must adhere to the OVW Training Guiding Principles for Grantees and Subgrantees, available at https://www.justice.gov/sites/default/files/ovw/legacy/2012/06/28/ovw-training-guiding-principles-grantees-subgrantees.pdf.

Condition 10
Effect of failure to address audit issues

The recipient understands and agrees that OVW may withhold award funds, or may impose other related requirements, if (as determined by OVW) the recipient does not satisfactorily and promptly address outstanding issues from audits required by the Part 200 Uniform Requirements (or by the terms of this award), or other outstanding issues that arise in connection with audits, investigations, or reviews of DOJ awards.

Condition 11
Potential imposition of additional requirements

The recipient agrees to comply with any additional requirements that may be imposed by OVW during the period of performance for this award, if the recipient is designated as "high-risk" for purposes of the DOJ high-risk grantee list.

Condition 12
Compliance with DOJ regulations pertaining to civil rights and nondiscrimination - 28 C.F.R. Part 42

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable requirements of 28 C.F.R. Part 42.

Condition 13
Compliance with DOJ regulations pertaining to civil rights and nondiscrimination - 28 C.F.R. Part 38

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable requirements of 28 C.F.R. Part 38.

Among other things, 28 C.F.R. Part 38 states that a faith-based organization that participates in this program retains its independence from the Government and may continue to carry out its mission consistent with religious freedom and conscience protections in federal law. Part 38 further states that an organization may not use direct federal financial assistance from the Department of Justice to support or engage in explicitly religious activities except when consistent with the Establishment Clause of the First Amendment and any other applicable requirements. An organization receiving federal financial assistance also may not, in providing services funded by the Department of Justice, or in their outreach activities related to such services, discriminate against a program beneficiary on the basis of religion, a religious belief, a refusal to hold a religious belief, or refusal to attend or participate in a religious practice. Part 38 also sets out rules and requirements that relate to engaging in or conducting explicitly religious activities.

Recipients and subrecipients that provide social services under this award must give written notice to beneficiaries and prospective beneficiaries prior to the provision of services (if practicable) which shall include language substantially similar to the language in 28 CFR Part 38, Appendix C, sections (1) through (4). A sample written notice may be found at https://www.ojp.gov/sites/g/files/xyckuh241/files/media/document/Written_Notice_of_Beneficiary_Protections.pdf.

In certain instances, a faith-based or religious organization may be able to take religion into account when making hiring decisions, provided it satisfies certain requirements.

For more information on the requirements referenced in this condition, see https://www.ojp.gov/program/civil-rights-office/partnerships-faith-based-and-other-neighborhood-organizations.

Condition 14
Compliance with DOJ regulations pertaining to civil rights and nondiscrimination - 28 C.F.R. Part 54

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable requirements of 28 C.F.R. Part 54, which relates to nondiscrimination on the basis of sex in certain "education programs."

Condition 15
Federal civil rights and nondiscrimination laws (certification)

The recipient agrees that its compliance with all applicable federal civil rights and nondiscrimination laws is material to the government's decision to make this award and any payment thereunder, including for purposes of the False Claims Act (31 U.S.C. 3729-3730 and 3801-3812), and, by accepting this award, certifies that it does not operate any programs (including any such programs having components relating to diversity, equity, and inclusion) that violate any applicable federal civil rights or nondiscrimination laws.

Condition 16
Restrictions on "lobbying" and policy development

In general, as a matter of federal law, federal funds may not be used by the recipient, or any subrecipient (subgrantee) at any tier, either directly or indirectly, in support of the enactment, repeal, modification or adoption of any law, regulation or policy, at any level of government, in order to avoid violation of 18 U.S.C. 1913. The recipient, or any subrecipient (subgrantee) may, however, use federal funds to collaborate with and provide information to federal, state, local, tribal and territorial public officials and agencies to develop and implement policies and develop and promote state, local, or tribal legislation or model codes designed to reduce or eliminate domestic violence, dating violence, sexual assault, and stalking (as those terms are defined in 34 U.S.C. 12291(a)) when such collaboration and provision of information is consistent with the activities otherwise authorized under this grant program.

Another federal law generally prohibits federal funds awarded by OVW from being used by the recipient, or any subrecipient at any tier, to pay any person to influence (or attempt to influence) a federal agency, a Member of Congress, or Congress (or an official or employee of any of them) with respect to the awarding of a federal grant or cooperative agreement, subgrant, contract, subcontract, or loan, or with respect to actions such as renewing, extending, or modifying any such award. See 31 U.S.C. 1352. Certain exceptions to this law apply, including an exception that applies to Indian tribes and tribal organizations.

Should any question arise as to whether a particular use of federal funds by a recipient (or subrecipient) would or might fall within the scope of these prohibitions, the recipient is to contact OVW for guidance, and may not proceed without the express prior written approval of OVW.

Condition 17
Compliance with general appropriations-law restrictions on the use of federal funds for this fiscal year

The recipient, and any subrecipient (subgrantee) at any tier, must comply with all applicable restrictions on the use of federal funds set out in federal appropriations statutes. Pertinent restrictions, for each fiscal year, are set out at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: General appropriations-law restrictions on use of federal award funds") and are incorporated by reference here. Should a question arise as to whether a particular use of federal funds by a recipient (or a subrecipient) would or might fall within the scope of an appropriations-law restriction, the recipient is to contact OVW for guidance, and may not proceed without the express prior written approval of OVW.

Condition 18
Reporting potential fraud, waste, and abuse, and similar misconduct

The recipient and any subrecipients (subgrantees) must promptly refer to the DOJ Office of the Inspector General (OIG) any credible evidence that a principal, employee, agent, subrecipient, contractor, subcontractor, or other person has, in connection with funds under this award -- (1) submitted a claim that violates the False Claims Act; or (2) committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct.

Potential fraud, waste, abuse, or misconduct involving or relating to funds under this award should be reported to the OIG by-- (1) online submission accessible via the OIG webpage at https://oig.justice.gov/hotline/grant-complaint (select "Submit Report Online"); (2) mail directed to: U.S. Department of Justice, Office of the Inspector General, Investigations Division, ATTN: Grantee Reporting, 950 Pennsylvania Ave., NW, Washington, DC 20530; (3) by facsimile directed to the DOJ OIG Fraud Detection Office (Attn: Grantee Reporting) at (202) 616-9881 (fax).

Additional information is available from the DOJ OIG website at https://oig.justice.gov/hotline.

Condition 19
Restrictions and certifications regarding non-disclosure agreements and related matters

No recipient or subrecipient (subgrantee) under this award, or entity that receives a procurement contract or subcontract with any funds under this award, may require any employee or contractor to sign an internal confidentiality agreement or statement that prohibits or otherwise restricts, or purports to prohibit or restrict, the reporting (in accordance with law) of waste, fraud, or abuse to an investigative or law enforcement representative of a federal department or agency authorized to receive such information.

The foregoing is not intended, and shall not be understood by the agency making this award, to contravene requirements applicable to Standard Form 312 (which relates to classified information), Form 4414 (which relates to sensitive compartmented information), or any other form issued by a federal department or agency governing the nondisclosure of classified information.

1. In accepting this award, the recipient--

a. represents that it neither requires nor has required internal confidentiality agreements or statements from employees or contractors that currently prohibit or otherwise currently restrict (or purport to prohibit or restrict) employees or contractors from reporting waste, fraud, or abuse as described above; and

b. certifies that, if it learns or is notified that it is or has been requiring its employees or contractors to execute agreements or statements that prohibit or otherwise restrict (or purport to prohibit or restrict), reporting of waste, fraud, or abuse as described above, it will immediately stop any further obligations of award funds, will provide prompt written notification to the federal agency making this award, and will resume (or permit resumption of) such obligations only if expressly authorized to do so by that agency.

2. If the recipient does or is authorized under this award to make subawards (subgrants), procurement contracts, or both--

a. it represents that--

(1) it has determined that no other entity that the recipient's application proposes may or will receive award funds (whether through a subaward (subgrant), procurement contract, or subcontract under a procurement contract) either requires or has required internal confidentiality agreements or statements from employees or contractors that currently prohibit or otherwise currently restrict (or purport to prohibit or restrict) employees or contractors from reporting waste, fraud, or abuse as described above; and

(2) it has made appropriate inquiry, or otherwise has an adequate factual basis, to support this representation; and

b. it certifies that, if it learns or is notified that any subrecipient, contractor, or subcontractor entity that receives funds under this award is or has been requiring its employees or contractors to execute agreements or statements that prohibit or otherwise restrict (or purport to prohibit or restrict), reporting of waste, fraud, or abuse as described above, it will immediately stop any further obligations of award funds to or by that entity, will provide prompt written notification to the federal agency making this award, and will resume (or permit resumption of) such obligations only if expressly authorized to do so by that agency.

Condition 20
Compliance with 41 U.S.C. 4712 (including prohibitions on reprisal; notice to employees)

The recipient (and any subrecipient at any tier) must comply with, and is subject to, all applicable provisions of 41 U.S.C. 4712, including all applicable provisions that prohibit, under specified circumstances, discrimination against an employee as reprisal for the employee's disclosure of information related to gross mismanagement of a federal grant, a gross waste of federal funds, an abuse of authority relating to a federal grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal grant.

The recipient also must inform its employees, in writing (and in the predominant native language of the workforce), of employee rights and remedies under 41 U.S.C. 4712.

Should a question arise as to the applicability of the provisions of 41 U.S.C. 4712 to this award, the recipient is to contact OVW for guidance.

Condition 21
Encouragement of policies to ban text messaging while driving

Pursuant to Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving," 74 Fed. Reg. 51225 (October 1, 2009), DOJ encourages recipients and subrecipients (subgrantees) to adopt and enforce policies banning employees from text messaging while driving any vehicle during the course of performing work funded by this award, and to establish workplace safety policies and conduct education, awareness, and other outreach to decrease crashes caused by distracted drivers.

Condition 22
Requirement to disclose whether recipient is designated high risk by a federal grant-making agency outside of DOJ

If the recipient is designated high risk by a federal grant-making agency outside of DOJ, currently or at any time during the course of the period of performance under this award, the recipient must disclose that fact and certain related information to OVW by email to OVW.GFMD@usdoj.gov. For purposes of this disclosure, high risk includes any status under which a federal awarding agency provides additional oversight due to the recipient's past performance, or other programmatic or financial concerns with the recipient. The recipient's disclosure must include the following: (1) the

federal awarding agency that currently designates the recipient high risk; (2) the date the recipient was designated high risk; (3) the high-risk point of contact at that federal awarding agency (name, phone number, and email address); and (4) the reasons for the high-risk status, as set out by the federal awarding agency.

Condition 23
Availability of general terms and conditions on OVW website

The recipient agrees to follow the applicable set of general terms and conditions that are available at https://www.justice.gov/ovw/award-conditions. These do not supersede any specific conditions in this award document.

Condition 24
Compliance with statutory and regulatory requirements

The recipient agrees to comply with all relevant statutory and regulatory requirements, which may include, among other relevant authorities, the Violence Against Women Act of 1994, P.L. 103-322, the Violence Against Women Act of 2000, P.L. 106-386, the Violence Against Women and Department of Justice Reauthorization Act of 2005, P.L. 109-162, the Violence Against Women Reauthorization Act of 2013, P.L. 113-4, the Violence Against Women Act Reauthorization Act of 2022, P.L. 117-103, the Omnibus Crime Control and Safe Streets Act of 1968, 34 U.S.C. 10101 et seq., and OVW's implementing regulations at 28 C.F.R. Part 90.

Condition 25
Compliance with notice of funding opportunity requirements

The recipient agrees that it must be in compliance with requirements outlined in the notice of funding opportunity (NOFO) under which the approved application was submitted, the applicable Application Companion Guide, and any program-specific frequently asked questions (FAQs) on the OVW website (https://www.justice.gov/ovw/resources-and-faqs-grantees). The program NOFO, Companion Guide, and any program-specific FAQs are hereby incorporated by reference into this award.

Condition 26
VAWA 2013 nondiscrimination condition

The recipient agrees to comply with 34 U.S.C. 12291(b)(13) in any program or activity funded in whole or in part by OVW. Recipients may provide sex-segregated or sex-specific programming if doing so is necessary to the essential operations of a program, so long as the recipient provides comparable services to those who cannot be provided with the sex-segregated or sex-specific programming. The recipient also agrees to ensure that any subrecipients (subgrantees) at any tier will comply with this provision.

Condition 27
Misuse of award funds

The recipient understands and agrees that misuse of award funds may result in a range of penalties, including suspension of current and future funds, suspension or debarment from federal grants, recoupment of monies provided under an award, and civil and/or criminal penalties.

Condition 28
Limitation on use of funds to approved activities

The recipient agrees that grant funds will be used only for the purposes described in the recipient's application, unless OVW determines that any of these activities are out of scope or unallowable. The recipient must not undertake any work or activities that are not described in the recipient's application, award documents, or approved budget, and must not use staff, equipment, or other goods or services paid for with grant funds for such work or activities, without prior written approval, via Grant Award Modification (GAM), from OVW.

Condition 29

Non-supplantation

The recipient agrees that grant funds will be used to supplement, not supplant, non-federal funds that would otherwise be available for the activities under this grant.

Condition 30
Confidentiality and information sharing

The recipient agrees to comply with the provisions of 34 U.S.C. 12291(b)(2), nondisclosure of confidential or private information, which includes creating and maintaining documentation of compliance, such as policies and procedures for release of victim information. The recipient also agrees to comply with the regulations implementing this provision at 28 CFR 90.4(b) and "Frequently Asked Questions (FAQs) on the VAWA Confidentiality Provision (34 U.S.C. 12291(b)(2))" on the OVW website at https://www.justice.gov/ovw/resources-and-faqs-grantees. The recipient also agrees to ensure that all subrecipients (subgrantees) at any tier meet these requirements.

Condition 31
Activities that compromise victim safety and recovery or undermine offender accountability

The recipient agrees that grant funds will not support activities that compromise victim safety and recovery or undermine offender accountability, such as: procedures or policies that exclude eligible victims from receiving services based on the classifications identified in 34 U.S.C. 12291(b)(13)(A) or their actual or perceived mental health condition, physical health condition, criminal record, immigration status, employment history or status, income or lack of income, or the age and/or sex of their children; procedures or policies that compromise the confidentiality of information and privacy of persons receiving OVW-funded services; procedures or policies that impose requirements on victims in order to receive services (e.g., seek an order of protection, receive counseling, participate in couples' counseling or mediation, report to law enforcement, seek civil or criminal remedies, etc.); procedures or policies that fail to ensure service providers conduct safety planning with victims; project design and budgets that fail to account for the access needs of participants with disabilities and participants who have limited English proficiency or are Deaf or hard of hearing; or any other activities outlined in the notice of funding opportunity or companion guide under which the application was submitted.

Condition 32
Policy for response to workplace-related incidents of sexual misconduct, domestic violence, and dating violence

The recipient, and any subrecipient at any tier, must have a policy, or issue a policy within 270 days of the award date, to address workplace-related incidents of sexual misconduct, domestic violence, and dating violence involving an employee, volunteer, consultant, or contractor. The details of this requirement are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: Policy for response to workplace-related sexual misconduct, domestic violence, and dating violence") and are incorporated by reference here.

Condition 33
Termination or suspension

The Director of OVW, upon a finding that there (1) has been substantial failure by the recipient to comply with applicable laws, regulations, and/or the terms and conditions of the award or relevant notice of funding opportunity, (2) has been failure by the recipient to make satisfactory progress toward the goals, objectives, or strategies set forth in the application, or (3) have been project changes proposed or implemented by the recipient to the extent that, if originally submitted, the application would not have been selected for funding, will terminate or suspend until the Director is satisfied that there is no longer such failure or changes, all or part of the award, in accordance with the provisions of 28 C.F.R. Part 18, as applicable mutatis mutandis. The federal regulation providing uniform rules for termination of grants and cooperative agreements is 2 C.F.R. 200.340.

Condition 34
Semiannual and final performance report submission

The recipient agrees to submit semiannual performance reports that describe activities conducted during the reporting period, including program effectiveness measures. Reports must be submitted throughout the project period, even if no

funds were spent and no activities were conducted in a given reporting period. Delinquent reports may affect future discretionary award decisions and may lead to suspension and/or termination of the award.

The information that must be collected and reported to OVW can be found in the reporting form associated with the grant program or initiative under which this award was made. Performance reports must be submitted within 30 days after the end of the reporting periods, which are January 1 - June 30 and July 1 - December 31. Recipients are required to submit their reports through the Justice Grants System, unless and until OVW issues updated instructions for report submission. The final report is due 90 days after the end of the project period and should be marked "final" in the Report Type field.

Condition 35
Quarterly Federal Financial Reports

The recipient agrees that it will submit quarterly Federal Financial Reports (SF-425) to OVW in the Justice Grants System, not later than 30 days after the end of each calendar quarter. The final report shall be submitted not later than 120 days following the end of the award period. Delinquent reports may affect future discretionary award decisions and may lead to suspension and/or termination of the award.

Condition 36
Program income

Program income, as defined by 2 C.F.R. 200.1, means gross income earned by the non-federal entity that is directly generated by a supported activity or earned as a result of the federal award during the period of performance. Without prior approval from OVW, program income must be deducted from total allowable costs to determine the net allowable costs. In order to add program income to the OVW award, the recipient must seek approval from its program manager via a budget modification Grant Award Modification (GAM) prior to generating any program income. Any program income added to the federal award must be used to support activities that were approved in the budget and follow the conditions of the OVW award. Any program income approved via budget modification GAM must be reported in the recipient's quarterly Federal Financial Report SF-425 in accordance with the addition alternative. If the program income amount changes (increases or decreases) during the project period, it must be approved via a budget modification GAM by the end of the project period. If the budget modification is not submitted and approved, it could result in audit findings for the recipient.

Condition 37
FFATA reporting subawards and executive compensation

The recipient agrees to comply with applicable requirements to report first-tier subawards (subgrants) of $30,000 or more and, in certain circumstances, to report the names and total compensation of the five most highly compensated executives of the recipient and first-tier subrecipients of award funds. Such data will be submitted to the Federal Funding Accountability and Transparency Act of 2006 (FFATA) Subaward Reporting System (FSRS) through the System for Award Management (SAM) at https://www.sam.gov/fsrs. The details of recipient obligations, which derive from FFATA, are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: Reporting Subawards and Executive Compensation") and are incorporated by reference here.

Condition 38
Changes to MOU and/or IMOA

The recipient agrees to submit for OVW review and approval any anticipated addition of, removal of, or change in collaborating partner agencies or individuals who are signatories of the Memorandum of Understanding and, if applicable, the Internal Memorandum of Agreement.

Condition 39
Submission of all materials and publications

The recipient agrees to submit to OVW one copy of all materials and publications (written, web-based, audio-visual, or any other format) that are funded under this award not less than twenty days prior to distribution or public release. If the materials are found to be outside the scope of the program, or in some way to compromise victim safety, the

recipient will need to revise the materials to address these concerns or the recipient will not be allowed to use award funds to support the development or distribution of the materials.

Condition 40
Publication disclaimer

The recipient agrees that all materials and publications (written, web-based, audio-visual, or any other format) resulting from award activities shall contain the following statement: "This project was supported by Grant No. _____ awarded by the Office on Violence Against Women, U.S. Department of Justice. The opinions, findings, conclusions, and recommendations expressed in this publication/program/exhibition are those of the author(s) and do not necessarily reflect the views of the U.S. Department of Justice." The recipient also agrees to ensure that any subrecipient at any tier will comply with this condition.

Condition 41
Copyrighted works

Pursuant to 2 C.F.R. 200.315(b), the recipient may copyright any work that is subject to copyright and was developed, or for which ownership was acquired, under this award. OVW reserves a royalty-free, nonexclusive, and irrevocable right to reproduce, publish, or otherwise use the work, in whole or in part (including in the creation of derivative works), for federal purposes, and to authorize others to do so.

OVW also reserves a royalty-free, nonexclusive, and irrevocable right to reproduce, publish, or otherwise use, in whole or in part (including in the creation of derivative works), any work developed by a subrecipient (subgrantee) of this award, for federal purposes, and to authorize others to do so.

In addition, the recipient (or subrecipient, contractor, or subcontractor of this award at any tier) must obtain advance written approval from the OVW program manager assigned to this award, and must comply with all conditions specified by the program manager in connection with that approval, before: 1) using award funds to purchase ownership of, or a license to use, a copyrighted work; or 2) incorporating any copyrighted work, or portion thereof, into a new work developed under this award.

It is the responsibility of the recipient (and of each subrecipient, contractor, or subcontractor as applicable) to ensure that this condition is included in any subaward, contract, or subcontract under this award.

Condition 42
Grantee orientation - mandatory attendance

First-time recipients, or continuation recipients if requested, must agree to have key staff members, as identified by OVW, attend the OVW grantee orientation seminar, which may be offered in-person, online, or a combination of both. Additionally, if there is a change in the project director/coordinator during the grant period, the recipient agrees, at the earliest opportunity, to send the new project director/coordinator, regardless of prior experience with this or any other federal award, to an in-person OVW grantee orientation seminar or require completion of the orientation online, whichever is available.

Condition 43
Prior approval for non-OVW sponsored technical assistance

The recipient agrees that funds allocated for OVW-sponsored technical assistance may not be used for any other purpose without prior approval by OVW. To request approval, the recipient must submit a copy of the event's brochure, a curriculum and/or agenda, a description of the hosts or trainers, and an estimated breakdown of costs. The request must be submitted to OVW at least 20 days prior to registering for the event. Requests to attend non-OVW sponsored events will be considered on a case-by-case basis. This prior approval process also applies to requests for the use of OVW-designated technical assistance funds to pay a consultant or contractor not designated as an OVW technical assistance provider to develop and/or provide training and/or technical assistance.

Condition 44
Participation in OVW-sponsored technical assistance

The recipient agrees to attend and participate in OVW-sponsored technical assistance. Technical assistance includes, but is not limited to, national and regional conferences, audio conferences, webinars, peer-to-peer consultations, and workshops conducted by OVW-designated technical assistance providers.

Condition 45
Consultant compensation rates

The recipient acknowledges that consultants paid with award funds generally may not be paid at a rate in excess of $81.25 per hour, not to exceed $650 per day. To exceed this specified maximum rate, recipients must submit to OVW a detailed justification and have such justification approved by OVW, prior to obligation or expenditure of such funds. Issuance of this award or approval of the award budget alone does not indicate approval of any consultant rate in excess of $81.25 per hour, not to exceed $650 per day. Although prior approval is not required for consultant rates below this specified maximum rate, recipients are required to maintain documentation to support all daily or hourly consultant rates.

Condition 46
Required SAM reporting

The recipient must comply with any and all applicable requirements regarding reporting of information on civil, criminal, and administrative proceedings connected with (or connected to the performance of) either this OVW award or any other grant, cooperative agreement, or procurement contract from the federal government. Under certain circumstances, recipients of OVW awards are required to report information about such proceedings, through the federal System for Award Management (known as "SAM"), to the designated federal integrity and performance system.

The details of recipient obligations regarding the required reporting (and updating) of information on certain civil, criminal, and administrative proceedings within SAM are posted on the OVW website at https://www.justice.gov/ovw/award-conditions (titled "Award Condition: Recipient Integrity and Performance Matters, including Recipient Reporting in SAM") and are incorporated by reference here.

Condition 47
Purchase of equipment

The recipient agrees that no more than 50% of the amount awarded will go towards the acquisition of computers, computer equipment, or other equipment necessary to conduct cybercrime investigations and forensic analysis of evidence as authorized by 34 U.S.C. § 30107(d)(8). The recipient agrees that equipment acquired with the funds under this award will primarily be used to carry out the goals and objectives of the awarded project for the investigation and forensic analysis of evidence in matters involving cybercrimes against individuals as certified pursuant to 34 U.S.C. § 30107(c)(2)(G).

Condition 48
Prohibition of activities related to distribution of intimate images of a minor

The recipient agrees that funds under this program may not be used to support activities related to the distribution of intimate images of a minor.

Condition 49
Continuing compliance with statutory requirements

The recipient acknowledges that it has a continuing obligation to remain in compliance with the applicable certification requirements of 34 U.S.C. § 30107(c).

Condition 50
Indirect costs

The recipient may not obligate, expend, or draw down any award funds for indirect costs, unless and until either (1) the

recipient submits to OVW a current, federally-approved indirect cost rate agreement, or (2) the recipient determines that it is eligible under the Part 200 Uniform Requirements to use the "de minimis" indirect cost rate described in 2 C.F.R. 200.414(f), and advises OVW in writing of both its eligibility and its election.

Condition 51
Conditional clearance with release of technical assistance funds

The recipient acknowledges that the budget for this award is pending review and approval. Until OVW approves the budget, any obligations or expenditures incurred by the recipient are made at the recipient's own risk. The recipient may obligate, expend, or draw down up to $10,000 for participation in or travel-related expenses to attend OVW-sponsored technical assistance events, but these obligations and expenditures remain at the recipient's own risk until the budget is approved. Remaining funds will not be available for drawdown until OVW's Grants Financial Management Division has approved the budget and budget narrative via a Grant Award Modification (GAM). If applicable, the Indirect Cost Rate will be identified in the GAM when the budget is approved. If there is another condition on the award prohibiting any obligation, expenditure, and drawdown of any funds, that other condition will control.

Condition 52
Terms and conditions subject to court ordered stay

Award condition 15 (“Federal civil rights and nondiscrimination laws (certification)”) and any certification submitted by the recipient regarding certain out-of-scope activities are subject to a preliminary stay in Rhode Island Coalition Against Domestic Violence, et al., v. Pamela Bondi, et al., and are not enforceable as to any OVW FY 2026 awards unless and until the preliminary stay is lifted. If the preliminary stay is lifted, OVW will process a modification identifying the award condition or out-of-scope activity that is no longer subject to the preliminary stay and has become enforceable and the date on which it becomes enforceable.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Award Acceptance

Declaration and Certification to the U.S. Department of Justice as to Acceptance

By checking the declaration and certification box below, I--

A. Declare to the U.S. Department of Justice (DOJ), under penalty of perjury, that I have authority to make this declaration and certification on behalf of the applicant.

B. Certify to DOJ, under penalty of perjury, on behalf of myself and the applicant, to the best of my knowledge and belief, that the following are true as of the date of this award acceptance: (1) I have conducted or there was conducted (including by applicant’s legal counsel as appropriate and made available to me) a diligent review of all terms and conditions of, and all supporting materials submitted in connection with, this award, including any assurances and certifications (including anything submitted in connection therewith by a person on behalf of the applicant before, after, or at the time of the application submission and any materials that accompany this acceptance and certification); and (2) I have the legal authority to accept this award on behalf of the applicant.

C. Accept this award on behalf of the applicant.

D. Declare the following to DOJ, under penalty of perjury, on behalf of myself and the applicant: (1) I understand that, in taking (or not taking) any action pursuant to this declaration and certification, DOJ will rely upon this declaration and certification as a material representation; and (2) I understand that any materially false, fictitious, or fraudulent information or statement in this declaration and certification (or concealment or omission of a material fact as to either) may be the subject of criminal prosecution (including under 18 U.S.C. §§ 1001 and/or 1621, and/or 34 U.S.C. §§ 10271-10273), and also may subject me and the applicant to civil penalties and administrative remedies under the federal False Claims Act (including under 31 U.S.C. §§ 3729-3730 and/or §§ 3801-3812) or otherwise.

Agency Approval

Title of Approving Official	Name of Approving Official	Signed Date And Time
Deputy Director for Grants Management and Development (Supervisory Official)	Ginger Baran Lyons	4/10/26 1:13 PM

Authorized Representative

☐ Declaration and Certification

Entity Acceptance

Title of Authorized Entity Official
no value

Signed Date And Time
no value

U.S. Department of Justice: Office on Violence Against Women Fiscal Year 2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program – Summary Recap

Project Description:

The Buckeye Police Department prevents, enforces, and prosecutes cybercrimes against individuals with a focus on adult and young adult cybercrime victims. Cybercrimes against individuals are defined as criminal offenses that involve the use of a computer to harass, threaten, stalk, extort, coerce, cause fear to, or intimidate an individual without their consent to distribute intimate images of an adult, except that use of a computer need not be an element of the offense. The project will cover a full-time Forensic Analyst's salary, benefits, and training for 36 months. This grant award will support training for select officers to identify and protect victims of cybercrimes. The Buckeye Police Department's goal is to reduce investigative case time, increase prosecution, and conduct community education campaigns regarding cybercrime and domestic violence prevention. This community outreach and education will help build the community's trust in the Buckeye Police Department and encourage community members to feel comfortable contacting the police when in need. By approving this grant award, the Buckeye City Council approves the addition of the Forensic Analyst position to the Buckeye Police Department.

Project Cost:

- $ 700,000 (over a 36-month period)

Required Match:

- $ 0 (over a 36-month period)

Grant Amount:

- $ 700,00.00 (over a 36-month period)

Plans Once Grant Expires:

- After all grant funds have been expended and after the 36-month grant period of performance has expired, the City of Buckeye will have the following options regarding the Forensic Analyst: retain the position, terminate the position, or research alternative funding opportunities in which the Grants Team will pursue.

Objectives and Expected Outcomes:

- The addition of a Forensic Analyst position will benefit the Buckeye Police Department as an effective means to combat cybercrimes committed against individuals in the community. The addition of a dedicated Cybercrimes Forensic Analyst will significantly enhance the City's ability to investigate, prevent, and respond to technology-related criminal activity. As community reliance on digital platforms grows, so does the risk of cybercrime. This strategic investment in public safety positions the city to safeguard its residents and protect its economic vitality.

Time Period for the Grant:

- Fiscal year 2027 through fiscal year 2030

RESOLUTION NO. 42-26

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, APPROVING THE OVW FY2025 LOCAL LAW ENFORCEMENT GRANTS FOR ENFORCEMENT OF CYBERCRIMES PROGRAM AWARD BETWEEN THE CITY OF BUCKEYE, AN ARIZONA MUNICIPAL CORPORATION, AND THE UNITED STATES DEPARTMENT OF JUSTICE OFFICE ON VIOLENCE AGAINST WOMEN, TO SUPPORT EFFORTS BY STATES, INDIAN TRIBES, AND UNITS OF LOCAL GOVERNMENT TO PREVENT, INVESTIGATE AND PROSECUTE CYBERCRIMES AGAINST INDIVIDUALS; AND AUTHORIZING THE CITY MANAGER TO EXECUTE AND DELIVER SAID GRANT AWARD ON BEHALF OF THE CITY AND TO CREATE A NEW FORENSIC ANALYST POSITION.

WHEREAS, pursuant to A.R.S. §§ 11-952, the City of Buckeye ("City") and the United States Department of Justice ("DOJ") are authorized to enter into an agreement to support efforts by States, Indian Tribes, and units of local government to prevent, investigate and prosecute cybercrimes against individuals; and

WHEREAS, the City of Buckeye Police Department ("BPD") seeks to hire and/or rehire a career forensic analyst, in its effort to monitor, analyze, and report digital forensic evidence for the purpose of prevention, enforcement, and prosecution of cybercrimes; and

WHEREAS, the DOJ OVW FY2025 Local Law Enforcement Grants for Enforcement of Cybercrimes Program Award (the **"**Grant") supports efforts to prevent, investigate and prosecute cybercrimes against individuals, and formalizes funding in the amount of $700,000, with no match required; and

WHEREAS, the Grant will support funding a Forensic Analyst position to monitor, analyze, and report digital forensic evidence for the purpose of prevention, enforcement, and prosecution of cybercrimes, providing training for up to six people on digital forensics systems, sexual assault investigations, and the concept of a digital footprint, and purchasing equipment to assist with investigation and prosecution of cybercrimes; and

WHEREAS, once all Grant funds have been expended, any further expenses will be funded by the BPD budget and will be funded annually from the City's General Fund.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The recitals above are hereby incorporated as if fully set forth herein.

Section 2. That certain Grant award in the amount of $700,000.00, by and between the City of Buckeye and the DOJ, is hereby approved in substantially the form and substance on file with the City Clerk and is incorporated herein by reference.

Section 3. The City Manager is hereby authorized to accept the Grant on behalf of the City; further, the Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to execute all documents and other necessary or desirable instruments and to take all steps necessary to carry out the purpose and intent of this Resolution.

Section 4. The City Manager is authorized to create a new Forensic Analyst position to

assist in fulfilling the Grant objectives.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.O. HR - Amendment to Human Resources Policy 400: Professional and Personal Conduct
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON: Cindy Camarata, Human Resources Director, ccamarata@buckeyeaz.gov, (623) 349-6255	
DEPARTMENT: Human Resources	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 40-26 declaring as a public record that certain document on file with the City Clerk entitled the "Revised Policy 400 Professional and Personal Conduct;" adopting the same by reference; providing for repeal of conflicting resolutions and provisions; and providing for severability.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Innovative and High Performing Organizations

SUMMARY

PROJECT DESCRIPTION:
This amendment updates Policy 400: Professional and Personal Conduct to align the "Workplace Violence" section with existing operational Guidelines.

Current Language: Prohibits weapons for all employees "Except for sworn police officers".

Proposed Change: Amends the exception to include "sworn police officers and other authorized employees".

This update ensures that non-sworn staff who are authorized to handle firearms as part of their job duties are correctly represented in the Council-adopted Policy.

BENEFITS:
Amending Policy 400 ensures consistency between the Council-adopted Policies and the administrative Guidelines used for daily operations. By including "other authorized employees" in the weapon prohibition exceptions, the City provides clear legal and professional standing for staff whose job descriptions explicitly require the handling of firearms, thereby reducing policy and guidelines/operations conflicts.

FUTURE ACTION:
Upon Council approval, the Human Resources Department will update the official Human Resources Policies and Guidelines Manual in PowerDMS. All employees have real time access to the PowerDMS tool.

FINANCIAL IMPACT STATEMENT:
No direct financial impact.

BUDGETED:
No

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

ATTACHMENTS:

Current Policy 400 Professional and Personal Conduct.pdf
Revised Policy 400 Professional and Personal Conduct .pdf
Redline track changes version of Policy 400.docx
Resolution No. 40-26 HR Policy Update.pdf

Policy 400: Professional and Personal Conduct Effective Date: December 1, 2024	
General Provisions	It is the policy of the City to uphold, promote, and demand the highest standards of conduct from all of its employees and officials, whether elected, appointed, or hired. Therefore, it is expected that all persons associated with the City will maintain the highest standards of personal integrity, truthfulness, ethics, and fairness while conducting their public duties.
Policy	The purpose of this policy is to provide standards of behavior for City of Buckeye employees.
Confidentiality	Employees are expected to carry out their duties in a manner which would withstand public scrutiny. Some employees handle confidential court-related, law enforcement-related, financial-related or employee-related information, while others handle sensitive matters concerning the operation of the government. Employees shall maintain the confidentiality of all activities and communications about City business matters, ensuring information about these activities is made public only upon appropriate authorization.
Discrimination	It is the City's policy to provide a work environment that is cooperative, safe, conducive to good job performance and free of all forms of unlawful discrimination. Discrimination against an individual based on race, color, religion, political affiliation, sex, national origin, age, disability and genetic information, veteran status, or other factors prohibited by applicable law, are contrary to the Human Resources Policy and Guidelines and is strictly prohibited. All employees employed by the City are responsible for ensuring the workplace is free from such discrimination.
Harassment	Each employee is made aware that guidelines have been issued and published by the Equal Employment Opportunity Commission (EEOC) setting forth its interpretation that racial, national origin, age or sexual harassment in the workplace constitutes discrimination in violation of Title VII of the Civil Rights Act of 1964.

	It is the City's policy that all employees have a right to work in an environment free of discrimination, which includes freedom from harassment, whether that harassment is based on race, color, religion, sex, national origin, age, disability and genetic information, veteran status or membership in other protected groups. The City prohibits harassment of its employees in any form. In keeping with this policy and the laws, it is expected and required that each employee will not engage in any conduct toward any other person that may be viewed as unlawful harassment. Such conduct will result in disciplinary action for the employee who harasses others. Corrective action measures will also be implemented if it is determined the harasser is third-party. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination or harassment; b. appearing as a witness in the investigation of a complaint; or c. serving as an investigator.
Sexual Harassment	Sexual harassment is any unwelcome sexual advance, request for sexual favors, or verbal or physical conduct of a sexual nature when: • submission to or rejection of such conduct is made either explicitly or implicitly a term or condition of an individual's employment. • submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or • such conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creating an intimidating, hostile, or offensive working environment. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination

	or harassment; b. appearing as a witness in the investigation of a complaint; c. serving as an investigator.
Prohibited Conduct	No person shall willfully make any false statement, certify, mark, rate, or report regarding any application for employment, test, certification or appointment held or made under these Policies or ordinances of the City, or in any manner commit or attempt to commit any fraud preventing the impartial execution of these Policies. No person seeking appointment to or promotion to any position in the City service shall either directly or indirectly give, promise, render, or pay any money, service or other valuable thing to any person for, on account of, or in connection with their test, appointment, proposed appointment, promotion or proposed promotion.
Workplace Violence	The City and its employees have a mutual obligation to ensure a safe and healthy work environment. The City has zero tolerance for violence or the threat of violence by or against any City employee and will take any reasonable steps necessary to protect its workforce from violence. An employee who commits or encourages violence in the workplace will be subject to serious disciplinary action, up to and including termination. The City will fully cooperate with the efforts of law enforcement personnel to prosecute anyone who subjects employees to violent acts or threats of violence. It is the obligation of all City employees to prevent violent behavior and threats of violent behavior. All threats, harassment and violent acts that may impact the workplace, whether by co-workers or individuals not employed by the City, must be promptly reported to an employee's immediate supervisor or, if the immediate supervisor is unavailable, to the next level supervisor, department director, Human Resources or City Manager's Office.

	Employees acting in good faith who report violent behavior, threats of violent behavior or harassment will not be subject to retaliation or harassment based upon their report. If there is uncertainty as to whether a situation constitutes violent or threatening behavior, the employee is encouraged to discuss the matter with his/her immediate supervisor, department director, Human Resources or City Manager's Office. Employees must take all threats and violent behaviors seriously, whether directed at the employee or another, and have a duty to report them. Supervisors, managers and directors shall monitor their workplace and report all threats and violent behaviors immediately to the Human Resources Director, regardless of whether the person engaged in the behavior is a direct subordinate or a complaint was not made. The first response to serious violence should be to call 911. Failing to report violent acts or threatening behavior can be a serious offense. Except for sworn police officers, the possession, use or threat of use of any weapon, including all firearms and other objects, which could be used as weapons likely to cause serious injury, is prohibited in the workplace and within any City property, including City vehicles. An employee found with an unauthorized weapon on City property shall be subject to disciplinary action, up to and including termination. Employees who feel they have a special need for added personal safety should contact the Human Resources Director who will consult with the Chief of Police to determine if additional measures for safety are necessary.
Attendance	Department directors (or designee) are responsible for establishing and communicating a schedule of working hours for each employee to ensure an optimum level of service to the citizens of the City. Employees are expected to report to work on time as assigned. Attendance is an essential requirement of the job.

Conflict of Interest	Employees are subject to the provisions of A.R.S. §§ 38-501 through 38-511 regarding conflict of interest. Any employee who has, or whose relative has, a conflict of interest shall make known such interest in the official records of such public agency and shall refrain from participating in any manner as an employee in such decision.
Outside Employment	The City is expected to be the principal place of employment for City employees. Nevertheless, it is recognized that some employees choose to have additional employment to meet their financial and/or personal needs. An employee may engage in secondary employment provided the following conditions are complied with: • It does not interfere with efficient or safe job performance at the City. • It does not in any way conflict with the interests of the City. • It is not a type of employment that would reasonably give rise to criticism or suspicion of conflicting interests or duties. • The employee may not work secondary employment while off on injury leave, FMLA leave, workers compensation, or sick leave.
Vehicle Use	City vehicles should be used only for City business and should not be used for personal errands. Employees operating City vehicles and equipment are required to comply with all State and local traffic laws, as well as with the City's Fleet Safety Policy and Program. Safety belts must be worn while riding in or driving a City vehicle.

Policy 400: Professional and Personal Conduct Effective Date:	
General Provisions	It is the policy of the City to uphold, promote, and demand the highest standards of conduct from all of its employees and officials, whether elected, appointed, or hired. Therefore, it is expected that all persons associated with the City will maintain the highest standards of personal integrity, truthfulness, ethics, and fairness while conducting their public duties.
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Discrimination	It is the City's policy to provide a work environment that is cooperative, safe, conducive to good job performance and free of all forms of unlawful discrimination. Discrimination against an individual based on race, color, religion, political affiliation, sex, national origin, age, disability and genetic information, veteran status, or other factors prohibited by applicable law, are contrary to the Human Resources Policy and Guidelines and is strictly prohibited. All employees employed by the City are responsible for ensuring the workplace is free from such discrimination.
Harassment	Each employee is made aware that guidelines have been issued and published by the Equal Employment Opportunity Commission (EEOC) setting forth its interpretation that racial, national origin, age or sexual harassment in the workplace constitutes discrimination in violation of Title VII of the Civil Rights Act of 1964.

	It is the City's policy that all employees have a right to work in an environment free of discrimination, which includes freedom from harassment, whether that harassment is based on race, color, religion, sex, national origin, age, disability and genetic information, veteran status or membership in other protected groups. The City prohibits harassment of its employees in any form. In keeping with this policy and the laws, it is expected and required that each employee will not engage in any conduct toward any other person that may be viewed as unlawful harassment. Such conduct will result in disciplinary action for the employee who harasses others. Corrective action measures will also be implemented if it is determined the harasser is third-party. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination or harassment; b. appearing as a witness in the investigation of a complaint; or c. serving as an investigator.
Sexual Harassment	Sexual harassment is any unwelcome sexual advance, request for sexual favors, or verbal or physical conduct of a sexual nature when: • submission to or rejection of such conduct is made either explicitly or implicitly a term or condition of an individual's employment. • submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or • such conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creating an intimidating, hostile, or offensive working environment. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination or harassment;

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Policy 400: Professional and Personal Conduct Effective Date: December 1, 2024	
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Harassment	Each employee is made aware that guidelines have been issued and published by the Equal Employment Opportunity Commission (EEOC) setting forth its interpretation that racial, national origin, age or sexual harassment in the workplace constitutes discrimination in violation of Title VII of the Civil Rights Act of 1964.

	It is the City's policy that all employees have a right to work in an environment free of discrimination, which includes freedom from harassment, whether that harassment is based on race, color, religion, sex, national origin, age, disability and genetic information, veteran status or membership in other protected groups. The City prohibits harassment of its employees in any form. In keeping with this policy and the laws, it is expected and required that each employee will not engage in any conduct toward any other person that may be viewed as unlawful harassment. Such conduct will result in disciplinary action for the employee who harasses others. Corrective action measures will also be implemented if it is determined the harasser is third-party. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination or harassment; b. appearing as a witness in the investigation of a complaint; or c. serving as an investigator.
Sexual Harassment	Sexual harassment is any unwelcome sexual advance, request for sexual favors, or verbal or physical conduct of a sexual nature when: • submission to or rejection of such conduct is made either explicitly or implicitly a term or condition of an individual's employment. • submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or • such conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creating an intimidating, hostile, or offensive working environment. No hardship, loss of benefit, or penalty may be imposed on an employee as punishment for: a. filing a complaint, in good faith, of discrimination or harassment;

	b. appearing as a witness in the investigation of a complaint; c. serving as an investigator.
Prohibited Conduct	No person shall willfully make any false statement, certify, mark, rate, or report regarding any application for employment, test, certification or appointment held or made under these Policies or ordinances of the City, or in any manner commit or attempt to commit any fraud preventing the impartial execution of these Policies. No person seeking appointment to or promotion to any position in the City service shall either directly or indirectly give, promise, render, or pay any money, service or other valuable thing to any person for, on account of, or in connection with their test, appointment, proposed appointment, promotion or proposed promotion.
Workplace Violence	The City and its employees have a mutual obligation to ensure a safe and healthy work environment. The City has zero tolerance for violence or the threat of violence by or against any City employee and will take any reasonable steps necessary to protect its workforce from violence. An employee who commits or encourages violence in the workplace will be subject to serious disciplinary action, up to and including termination. The City will fully cooperate with the efforts of law enforcement personnel to prosecute anyone who subjects employees to violent acts or threats of violence. It is the obligation of all City employees to prevent violent behavior and threats of violent behavior. All threats, harassment and violent acts that may impact the workplace, whether by co-workers or individuals not employed by the City, must be promptly reported to an employee's immediate supervisor or, if the immediate supervisor is unavailable, to the next level supervisor, department director, Human Resources or City Manager's Office.

	Employees acting in good faith who report violent behavior, threats of violent behavior or harassment will not be subject to retaliation or harassment based upon their report. If there is uncertainty as to whether a situation constitutes violent or threatening behavior, the employee is encouraged to discuss the matter with his/her immediate supervisor, department director, Human Resources or City Manager's Office. Employees must take all threats and violent behaviors seriously, whether directed at the employee or another, and have a duty to report them. Supervisors, managers and directors shall monitor their workplace and report all threats and violent behaviors immediately to the Human Resources Director, regardless of whether the person engaged in the behavior is a direct subordinate or a complaint was not made. The first response to serious violence should be to call 911. Failing to report violent acts or threatening behavior can be a serious offense. Except for sworn police officers and other authorized employees , the possession, use or threat of use of any weapon, including all firearms and other objects, which could be used as weapons likely to cause serious injury, is prohibited in the workplace and within any City property, including City vehicles. An employee found with an unauthorized weapon on City property shall be subject to disciplinary action, up to and including termination. Employees who feel they have a special need for added personal safety should contact the Human Resources Director who will consult with the Chief of Police to determine if additional measures for safety are necessary.
Attendance	Department directors (or designee) are responsible for establishing and communicating a schedule of working hours for each employee to ensure an optimum level of service to the citizens of the City. Employees are expected to report to work on time as assigned. Attendance is an essential requirement of the job.

Conflict of Interest	Employees are subject to the provisions of A.R.S. §§ 38-501 through 38-511 regarding conflict of interest. Any employee who has, or whose relative has, a conflict of interest shall make known such interest in the official records of such public agency and shall refrain from participating in any manner as an employee in such decision.
Outside Employment	The City is expected to be the principal place of employment for City employees. Nevertheless, it is recognized that some employees choose to have additional employment to meet their financial and/or personal needs. An employee may engage in secondary employment provided the following conditions are complied with: • It does not interfere with efficient or safe job performance at the City. • It does not in any way conflict with the interests of the City. • It is not a type of employment that would reasonably give rise to criticism or suspicion of conflicting interests or duties. • The employee may not work secondary employment while off on injury leave, FMLA leave, workers compensation, or sick leave.
Vehicle Use	City vehicles should be used only for City business and should not be used for personal errands. Employees operating City vehicles and equipment are required to comply with all State and local traffic laws, as well as with the City's Fleet Safety Policy and Program. Safety belts must be worn while riding in or driving a City vehicle.

RESOLUTION NO. 40-26

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT ON FILE WITH THE CITY CLERK ENTITLED THE "REVISED POLICY 400 PROFESSIONAL AND PERSONAL CONDUCT;" ADOPTING THE SAME BY REFERENCE; PROVIDING FOR REPEAL OF CONFLICTING RESOLUTIONS AND PROVISIONS; AND PROVIDING FOR SEVERABILITY.

WHEREAS, that certain document entitled the "Revised Policy 400 Professional and Personal Conduct," of which at least three paper copies or one paper copy and one electronic copy are on file in the office of the City Clerk and open for public inspection during normal business hours, is hereby declared to be a public record and said copies are ordered to remain on file with the City Clerk; and

WHEREAS, the Mayor and Council of the City of Buckeye, Arizona (the "City Council") are authorized pursuant to Section 3-3-3 of the Buckeye City Code to adopt by resolution rules and regulations for the City's personnel, which rules and regulations may be modified or changed from time to time; and

WHEREAS, the City Council has determined that it is in the best interests of the City and its personnel to amend the Human Resources Policies and Guidelines Manual, Policy 400: Professional and Personal Conduct to authorize additional exceptions to the weapon prohibition.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona**,** as follows:

Section 1. The recitals set forth above are hereby incorporated as if fully set forth herein.

Section 2. The City of Buckeye Human Resources Policies and Guidelines Manual Policy 400: Professional and Personal Conduct, is hereby revised in the form on file with the City Clerk.

Section 3. All resolutions and parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

Section 4. If any section, subsection, sentence, clause, phrase or portion of this Resolution is for any reason held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Mayor and City council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.P. PMO - Street Improvements Cost Recovery
DATE PREPARED: 05/04/26	**DISTRICT NO.:** City-Wide
STAFF LIAISON: Riley Quinlan, Deputy Director of CIP, rquinlan@buckeyeaz.gov, (623) 695-4555	
DEPARTMENT: Program Management Office	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Ordinance No. 12-26 amending Chapter 20, Off-Site Construction Improvement Requirements for Property Development, by repealing Section 20-13, Scalloped Street Assessments, Section 20-13-1, Hearing Procedure; Determination of Necessity, Section 20-13-2, Assessments, Section 20-13-3, Right-of-Way, Section 20-13-4, Collecting Unpaid Assessments at Time of Development, Section 20-13-3, Right-of-Way Costs, Section 20-13-4, Collection of Assessment at the Time of Development, Section 20-13-5, Appeals, and Section 20-13-6, Repayment Agreement; providing for repeal of conflicting ordinances; and providing for severability.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
As Buckeye continues to experience rapid growth, the City is often required to construct street improvements in advance of adjacent development to support mobility, safety, and economic activity. Although such improvements are typically the responsibility of fronting development, timing constraints and the need to deliver infrastructure proactively result in the City initially funding these improvements. The proposed amendments to City Code Section 20-13 establish a formal mechanism to recover eligible costs from benefiting properties.

Under the updated Ordinance, a streamlined hearing process will propose cost recovery assessments to be applied to parcels fronting streets, primarily arterial roadways, and will be allocated proportionally, generally based on frontage and limited to the equivalent of a half-street obligation. Eligible costs include design, right-of-way acquisition, engineering, construction, inspection, and other related expenditures necessary to deliver permanent roadway infrastructure. Qualifying improvements include paving, curb and gutter, drainage, traffic signals, utilities, landscaping, and associated infrastructure necessary to support the function of the arterial roadway.

BENEFITS:
The updated City Code Section 20-13 ensures development contributes to infrastructure that directly benefits it, reduces reliance on existing taxpayers, and supports timely delivery of arterial roadway improvements. It also establishes a consistent and transparent framework for cost recovery and supports long-term fiscal sustainability of the CIP.

FUTURE ACTION:
Upon adoption of Ordinance 12-26, staff will implement the City Code to apply to eligible CIP projects. Project-specific assessments will be brought forward as needed.

FINANCIAL IMPACT STATEMENT:

Ordinance No. 12-26 establishes a mechanism for future cost recovery and is expected to offset a portion of City-funded arterial roadway improvements over time.

CURRENT FISCAL YEAR TOTAL COST:
Ordinance No. 12-26 establishes a mechanism for future cost recovery and is expected to offset a portion of City-funded arterial roadway improvements over time.

BUDGETED:
No

FISCAL YEAR:
N/A

FUND/DEPARTMENT:
N/A

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Ordinance 12- 26 Amendment to Code 20-13 Final.pdf
2026-0425 - City Code Section 20-13 (Street Improvements Costs Before Development) clean.pdf
2025-0425 - City Code Section 20-13 redline.pdf

WHEN RECORDED, RETURN TO:

City of Buckeye
ATTN: City Clerk, Lucinda J. Aja
530 East Monroe Avenue
Buckeye, Arizona 85326

ORDINANCE NO. 12-26

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, AMENDING CHAPTER 20, OFF-SITE CONSTRUCTION IMPROVEMENT REQUIREMENTS FOR PROPERTY DEVELOPMENT, BY REPEALING SECTION 20-13, SCALLOPED STREET ASSESSMENTS, SECTION 20-13-1, HEARING PROCEDURE; DETERMINATION OF NECESSITY, SECTION 20-13-2, ASSESSMENTS, SECTION 20-13-3, RIGHT-OF-WAY, SECTION 20-13-4, COLLECTING UNPAID ASSESSMENTS AT TIME OF DEVELOPMENT, AND ADOPTING SECTION 20-13, STREET IMPROVEMENTS COSTS BEFORE DEVELOPMENT, SECTION 20-13-1, DETERMINATION OF NECESSITY AND INITIATION PROCEDURE, SECTION 20-13-2, ASSESSMENTS, SECTION 20-13-3, RIGHT-OF-WAY COSTS, SECTION 20-13-4, COLLECTION OF ASSESSMENT AT THE TIME OF DEVELOPMENT, SECTION 20-13-5, APPEALS, AND SECTION 20-13-6, REPAYMENT AGREEMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR SEVERABILITY.

WHEREAS, The Mayor and City Council of the City of Buckeye, Arizona ("City") are authorized by City Code Chapter 2, Article 2-5, Section 2-5-4 to adopt and/or amend all ordinances necessary or proper for the carrying into effect of the powers vesting in the City; and

WHEREAS, the Mayor and City Council believe that it is in the best interest of the City to amend certain sections of Chapter 20 of the City Code applicable to the City's Scalloped Street Assessments, which sets forth the process for the City to improve streets at its initial expense and to assess adjacent property, in order to allow the City to recover such costs prior to development of the adjacent property, as authorized pursuant to Arizona Revised Statutes §§ 9-243 and 9-276.

BE IT ORDAINED by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The foregoing recitals are incorporated as if fully set forth herein.

Section 2. The City Code, Chapter 20, Off-Site Construction Improvement Requirements For Property Development, is hereby amended, by repealing Section 20-13, Scalloped Street Assessments, Section 20-13-1, Hearing Procedure; Determination of Necessity, Section 20-13-2, Assessments, Section 20-13-3, Right-Of-Way, Section 20-13-4, Collecting Unpaid Assessments at time of Development, and, further, adopting Section 20-13, Street Improvements Costs Before Development, Section 20-13-1, Determination of Necessity and Initiation Procedure, Section 20-13-2, Assessments, Section 20-13-3, Right-Of-Way Costs, Section 20-13-4, Collection of Assessment at the Time of Development, Section 20-13-5, Appeals, and Section 20-13-6, Repayment Agreement, in the form on file with the City Clerk and incorporated herein by this reference.

Section 3. All ordinances and parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section 4. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

Section 5. The Mayor, City Manager, City Clerk, and City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Section 20-13 -- <u>Street Improvements Costs Before Development</u>

Where the City has determined during the initial Capital Improvement Program (CIP) adoption or scoping phase that certain streets within the City shall be constructed or improved prior to development of the property adjacent to such streets, the Council may order such streets to be constructed or improved at the City's initial expense. Such expense shall be apportioned among and levied as assessments upon the adjoining properties, subject to the following:

A. Any assessment levied on property, if adjacent arterial streets are involved, shall not exceed the cost of improving more than one-half (1/2) of the width (as set forth in the latest version of the City's Engineering Design Standards) nor more than one thousand (1,000) lineal feet of such adjacent arterial street.

B. At time of assessment, any benefiting parcel that is (i) being used for single family residential use, and (ii) does not exceed two hundred (200) lineal feet in width, shall not be assessed greater than one-half (1/2) the cost of the average residential street.

C. No assessment shall exceed the actual project expenditures incurred by the City at the time of construction. Actual project expenditures (qualifying improvements) shall include the following:
    1. Design
    2. Acquisition of real property for right-of-way
    3. Engineering
    4. Construction
    5. Testing
    6. Inspection
    7. Administrative charges
    8. Utility relocation including tiling of irrigation ditches and storm drainage facilities
    9. Decorative elements
    10. Permanent street infrastructure, including:
        a. Curbs,
        b. Gutters,
        c. Sidewalks,
        d. Cement or asphaltic pavement,
        e. Tree removals,
        f. Ditch removals,
        g. Catch basins and retentions basins,
        h. Irrigation piping and structures,
        i. Streetlights,
        j. Traffic-control devices,
        k. Striping,
        l. Landscaping,
        m. Intersection construction,
        n. Miscellaneous removals,
        o. Any other elements as set forth in the City’s Engineering Design Standards.

D. Temporary improvements shall not be included in calculating actual project expenditures.

Section 20-13-1 -- <u>Determination of Necessity and Initiation Procedure</u>

A. **Determination of Necessity**. A Determination of Necessity shall be submitted to the City Council during the early design or capital planning phase, when sufficient information exists to demonstrate:

1. Identification of benefitting parcels,
2. A map of the improvement area,
3. A preliminary estimate of project expenditures, and
4. justification of the project expenditures based on public health, safety, or welfare.

B. **Notice of Hearing.** The City Council shall hold a public hearing on the Determination of Necessity. At least twenty (20) days prior to the public hearing, the City shall mail written notice to the owners of the benefitting parcels, as shown in the records of the Maricopa County Assessor (County Assessor records). The public hearing notice shall include:

1. Vicinity map of the benefiting parcels and street improvement project area,
2. Description of the proposed street improvement project,
3. Justification of the proposed street improvement project,
4. Preliminary estimate of the project expenditures,
5. Date, time, and location of the public hearing, and
6. Instructions for submitting written objections prior to the public hearing.

C. **Notice of Public Hearing**. The public hearing notice shall be sent by (i) first class mail and (ii) certified mail or a recognized overnight delivery service. An affidavit of mailing such notice shall be filed in the office of the City Clerk.

D. **Objections.** Property owners may file written objections with the City Clerk prior to the Determination of Necessity public hearing. The City Council shall consider all timely objections during the public hearing.

E. **Resolution of Intent**. Upon approval of the Determination of Necessity, the City Council shall adopt a Resolution of Intent to proceed with the design and procurement process for the street improvement project including qualifying improvements.

Section 20-13-2 -- <u>Assessments</u>

A. **Notice of Proposed Assessment**. Upon completion of the street improvement project, the City Council shall, by resolution at a public meeting, determine the actual project expenditures for qualifying improvements and adopt final assessments against benefiting properties, consistent with the Determination of Necessity and Resolution of Intent. At least twenty (20) days prior to the public meeting, written notice shall be sent to the owners of all benefitted parcels. The notice to owners shall be sent by (i) first class mail and (ii) certified mail or a recognized overnight delivery service , and include the following information:

1. Parcel information (name of each property owner, each County tax parcel number, and any reputed street address, as shown in the County Assessor records),
2. Description of qualifying improvements, and
3. The final proposed assessment for each benefitted parcel.

An affidavit of mailing the notice of proposed assessment shall be filed in the office of the City Clerk.

B. **Recording and abatement**. The resolution adopted by the City Council confirming the assessment and describing the property against which the assessment is imposed shall be recorded in the office of the Maricopa County Recorder. The resolution confirming the assessment must include the following:

1. Legal description of the assessed property,
2. County tax parcel number of the property and any reputed street address,
3. Amount of the assessment,
4. Name of the property owner, and
5. Conditions that require payment of the assessment, including a statement that the assessment is due and payable at the time of the development of the property.

Upon recording of the resolution, the amount so assessed shall be a lien upon the property assessed until the earliest of the following to occur: (i) payment of the assessment, prior to or at the time of the development of the property, and (ii) ten (10) years after the date of the resolution confirming the assessment, if such property has not been developed. Such recording shall be notice to all persons interested in the contents of the record.

Section 20-13-3 -- <u>Right-of-Way Costs</u>

When sufficient right-of-way is unavailable, the City may acquire it at its expense. The cost of acquisition shall be considered part of the improvement costs and subject to assessment. Costs associated with acquisition of temporary easements, including Temporary Construction Easements (TCE) and Temporary Drainage Easements (TDE), are excluded.

Section 20-13-4 -- <u>Collection of Assessment at the Time of Development</u>

A. **Payment of Assessment**. Unpaid assessments shall be due and payable in full upon the earliest of any of the following development of the property to occur:

1. Approval of a development site plan.
2. Approval of a final subdivision plat that will result in a subdivision pursuant to the City Development Code.
3. At the time of issuance of a grading permit.
4. At the time of issuance of a building permit.
5. Approval of a change in zoning granted by the City Council.

B. **Use at Time of Development.** When such property is zoned for (i) agricultural use or (ii) residential use at the time of assessment by the City Council, development as set forth in subparagraph (A)(1) - (5) above shall also require a change of use or purpose.

C. **Payment; Satisfaction.** Upon payment of the assessment in full or in part, a full or partial satisfaction evidencing payment shall be recorded in the office of the Maricopa County Recorder.

Section 20-13-5 -- <u>Appeals</u>

The resolution of Determination of Necessity made by the City Council following a public hearing shall be final and conclusive and, if such Determination of Necessity results in the assessment of property under this Section 20-13, it may be appealed by an aggrieved party to the superior court, in accordance with Arizona Revised Statutes Section 9-243(D).

Section 20-13-6 -- <u>Repayment Agreement</u>

Repayment agreements for off-site improvements that exceed a developer's obligation shall be administered under Chapter 20 of the city code including but not limited to Section 20-11-7, Repayment Agreement.

[*end*]

Section 20-13 ~~Scalloped--~~ **Street** ~~Assessments~~**Improvements Costs Before Development**

Where the City ~~Council~~ has determined during the initial Capital Improvement Program (CIP) adoption or scoping phase that certain streets within the City shall be constructed or improved prior to development of the property adjacent to such streets, the Council may order such streets to be constructed or improved at the City's initial expense. Such expense shall be ~~assessed against~~apportioned among and levied as assessments upon the adjoining ~~property~~properties, subject to the following:
~~The~~

A. Any assessment ~~of~~levied on property, if adjacent arterial streets are involved, shall not exceed the cost of improving more than one-half ~~(½)~~(1/2) of the width (as ~~depicted~~set forth in the latest version of the City's Engineering Design Standards) nor more than one thousand (1,000) lineal feet of such adjacent arterial street.

B. At ~~Any parcel of land which at the~~ time of assessment ~~is~~, any benefiting parcel that is (i) being used for single~~-~~ family residential use, and ~~the width of which~~(ii) does not exceed two hundred (200) lineal feet in width, shall not be assessed greater than one-half ~~(½)~~(1/2) the ~~costs~~cost of ~~a local~~the average residential street.
~~The~~
~~C.~~ No assessment ~~of property~~ shall ~~not~~ exceed the actual ~~costs~~project expenditures incurred by the City at the time of construction. Actual project expenditures (qualifying

~~**Section 20-13-1**~~ ~~Hearing Procedure; Determination of Necessity~~

~~A.~~C. ~~The City Council, at a public hearing, shall determine the necessity of street~~ improvements ~~if the cost thereof is to be assessed against adjacent property. Notice of the hearing shall be given to the property owners, and other affected persons, who would be assessed for the costs of improvements, by regular mail no less than ten (10) days prior to the date of the hearing. An affidavit of mailing of such notice shall be filed in the office of the City Clerk. The notice of hearing shall contain~~) shall include the following:

1. ~~The name, address, and tax parcel number~~Design
~~1.~~2. Acquisition of ~~each~~real property ~~owner.~~for right-of-way
3. ~~A description~~Engineering
4. Construction
5. Testing
6. Inspection
7. Administrative charges
8. Utility relocation including tiling of ~~the proposed~~irrigation ditches and storm drainage facilities
9. Decorative elements
10. Permanent street infrastructure, including:
    a. Curbs,
    b. Gutters,
    c. Sidewalks,
    d. Cement or asphaltic pavement,
    e. Tree removals,
    f. Ditch removals,
    g. Catch basins and retentions basins,
    h. Irrigation piping and structures,
    i. Streetlights,
    j. Traffic-control devices,
    k. Striping,
    l. Landscaping,
    m. Intersection construction,
    n. Miscellaneous removals,
    o. Any other elements as set forth in the City's Engineering Design Standards.

2. Temporary improvements.

3. The estimated cost of assessment for each affected parcel of property.

4. The date, time and place that the City Council shall consider the necessity of improvement and possible adoption of a resolution of intention. shall not

D. **Notice** shall also be published in a daily newspaperincluded in calculating actual project expenditures.

Section 20-13-1 five (5) successive issues-- **Determination of Necessity and**, in addition, **Initiation Procedure**

A. **Determination of Necessity**. A Determination of Necessity shall be submitted to the City Council during the early design or capital planning phase, when sufficient information exists to demonstrate:

1. Identification of benefitting parcels,
2. A map of the improvement area,
3. A preliminary estimate of project expenditures, and
4. justification of the project expenditures based on public health, safety, or welfare.

B. **Notice of Hearing.** The City Council shall also be conspicuously posted alonghold a public hearing on the lineDetermination of the proposed improvement atNecessity. At least ten (10twenty (20) days prior to the hearing on necessity of the improvements.public hearing, the City shall mail written notice to the owners of the benefitting parcels, as shown in the records of the Maricopa County Assessor (County Assessor records). The public hearing notice shall include:

1. Vicinity map of the benefiting parcels and street improvement project area,
2. Description of the proposed street improvement project,
3. Justification of the proposed street improvement project,
4. Preliminary estimate of the project expenditures,
5. Date, time, and location of the public hearing, and
6. Instructions for submitting written objections prior to the public hearing.

C. **Notice** The property**of Public Hearing**. The public hearing notice shall be sent by (i) first class mail and (ii) certified mail or a recognized overnight delivery service. An affidavit of mailing such notice shall be filed in the office of the City Clerk.

B. **Objections.** Property owners and any other persons directly interested in the work or in the assessment may, prior to the time fixed for the hearing, file in the office of written objections with the City Clerk a written objection, briefly specifying the grounds for objection.prior to the Determination of Necessity

C. At the time of public hearing, the City Council shall hear and pass upon any objections to the proposed improvements, and its decision shall be final and conclusive. It may modify the extent of the proposed improvements and proceed without the necessity for republishing, reposting and remailing new notices.

D. At the conclusion of the hearing, the City Council may pass its resolution of intention directing that plans, specifications and estimates of the cost and expenses of the proposed improvements be prepared by the Department and filed with the Clerk and order that a call for sealed bids be made.

~~Section 20-13-2 Assessments~~

~~Upon completion of the improvements, the Council shall by resolution, at a public hearing, determine the cost of the improvements and assess against the properties adjacent to the street improvement the total amount of the costs and expenses of the work. Notice of this public hearing shall be given to the property owner, and other affected persons who would be assessed for the costs of improvements, by regular mail at least ten (l0) days prior to the date of the hearing. This notice shall contain:~~. The City Council shall consider

~~1. The name, address, and tax parcel number of each property owner.~~

~~2. A description of the street improvements.~~

~~3. The amount of the assessment for each affected parcel of property.~~

~~A.~~D. ~~The property owners and any other persons directly interested in the work or in the assessment who have any objection to the legality of the assessment or to any of the previous proceedings connected therewith or who claim that the work has not been performed according to the contract may, prior to the time fixed for the hearing, file in the office of the City Clerk a written notice briefly specifying the grounds for objection. At the time fixed for the hearing, or at any time thereafter to which the hearing may be postponed, the City Council shall hear and rule upon the objections. The decision of the City Council shall be final and conclusive as to~~ all ~~errors, informalities and irregularities which the City Council might have remedied or avoided at any time during the progress of the proceedings. If the City Council determines that an objection should be granted, the City Engineer or designee shall reissue the notice of assessment. If the City Council determines that the~~timely objections ~~shall be overruled, the City Council shall adopt a resolution overruling all objections and confirming the assessments~~during the public hearing.

~~B. The Council's resolution shall provide that any assessments remaining unpaid shall be paid prior to or at the time of the development of the assessed property as set forth in 20-3-4.~~

E. **Resolution of Intent**. Upon approval of the Determination of Necessity, the City Council shall adopt a Resolution of Intent to proceed with the design and procurement process for the street improvement project including qualifying improvements.

Section 20-13-2 -- Assessments

A. **Notice of Proposed Assessment**. Upon completion of the street improvement project, the City Council shall, by resolution at a public meeting, determine the actual project expenditures for qualifying improvements and adopt final assessments against benefiting properties, consistent with the Determination of Necessity and Resolution of Intent. At least twenty (20) days prior to the public meeting, written notice shall be sent to the owners of all benefitted parcels. The notice to owners shall be sent by (i) first class mail and (ii) certified mail or a recognized overnight delivery service , and include the following information:

1. Parcel information (name of each property owner, each County tax parcel number, and any reputed street address, as shown in the County Assessor records),
2. Description of qualifying improvements, and
3. The final proposed assessment for each benefitted parcel.

An affidavit of mailing the notice of proposed assessment shall be filed in the office of the City Clerk.

B. **Recording and abatement**. The resolution ~~declaring~~adopted by the City Council confirming the assessment and describing the ~~properties~~property against which the ~~assessments are~~assessment is imposed shall be recorded in the office of the ~~county recorder, together with a specific written notice of~~ Maricopa County Recorder. The resolution confirming the assessment must include the following:

1. Legal description of the assessed property,

2. County tax parcel number of the property and any reputed street address,
3. Amount of the assessment,
4. Name of the property owner, and
5. Conditions that require payment of the assessment, including a statement that the assessment ~~containing (1) the amount~~is due and payable at the time of the development of the property.

~~C.~~ Upon recording of the resolution, the amount so assessed shall be a lien upon the property assessed until the earliest of the following to occur: (i) payment of the assessment~~; (2) the legal description and the tax parcel number of the subject property; (3) the name of the property owner(s); and (4) the conditions which are requirements of the assessment. When so recorded, the amount so assessed upon the properties shall remain for~~, prior to or at the time of the development of the property, and (ii) ten (10) years ~~thereafter or until~~ after the date of the resolution confirming the assessment, if such ~~assessments are paid, whichever first occurs, and such~~property has not been developed. Such recording shall be notice to all persons interested in the contents of the record.

~~D. Any assessment made under this section shall abate if the property has not been developed within ten (10) years of the assessment.~~

Section 20-13-3 -- Right-of-Way Costs

When ~~it is necessary to improve an arterial street prior to development and~~ sufficient right-of-way is ~~not available~~unavailable, the City may ~~obtain the right-of-way from the property owner. If right-of-way is not dedicated~~ acquire it at ~~time of construction, the~~its expense. The cost ~~to the City to purchase the right-of-way~~of acquisition shall be considered ~~an expense attributable to the street improvements~~part of the improvement costs and subject to assessment. Costs associated with acquisition of temporary easements, including Temporary Construction Easements (TCE) and ~~shall be assessed against the property at time of development.~~

Temporary Drainage Easements (TDE), are excluded.

Section 20-13-4 ~~Collecting Unpaid Assessments at~~**-- Collection of Assessment at the Time of Development**

~~Prior to~~

A. **Payment of Assessment**. Unpaid assessments shall be due and payable in full upon the ~~issuance~~earliest of ~~a construction for~~any of the following development of the property ~~adjacent and abutting~~to occur:

1. Approval of a development site plan.
2. Approval of a final subdivision plat that will result in a subdivision pursuant to the City Development Code.
3. At the time of issuance of a grading permit.
4. At the time of issuance of a building permit.
5. Approval of a change in zoning granted by the City Council.

B. **Use at Time of Development.** When such ~~improvements, the City Manager,~~property is zoned for (i) agricultural use or ~~designee, shall collect~~(ii) residential use at the ~~entire amount~~time of ~~any unpaid~~ assessment ~~on~~by the ~~property. For purposes of Section 20-13, the term "~~City Council, development~~"~~ as set forth in subparagraph (A)(1) - (5) above shall ~~have the same meaning as defined in A.R.S~~also require a change of use or purpose.
~~§ 9-243.E.1., as amended.~~

C. **Payment; Satisfaction.** Upon payment of the assessment in full or in part, a full or partial satisfaction evidencing payment shall be recorded in the office of the Maricopa County Recorder.

Section 20-13-5 -- Appeals

The resolution of Determination of Necessity made by the City Council following a public hearing shall be final and conclusive and, if such Determination of Necessity results in the assessment of property under this Section 20-13, it may be appealed by an aggrieved party to the superior court, in accordance with Arizona Revised Statutes Section 9-243(D).

Section 20-13-6 -- Repayment Agreement

Repayment agreements for off-site improvements that exceed a developer's obligation shall be administered under Chapter 20 of the city code including but not limited to Section 20-11-7, Repayment Agreement.

[*end*]

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.Q. WR - Ten85 WSA
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102	
DEPARTMENT: Water Resources	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on the Water Services Agreement between the City of Buckeye and CH CRE Ten85 Owner LLC, a Delaware limited liability company; and authorize the Mayor to execute said Agreement on behalf of the City of Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
The Ten85 Logistics Park project is a 256-acre industrial development on the southeast corner of Southern Ave and State Route 85. The project features 4 buildings totaling 4 million square feet. To support the development of this project, staff is requesting Council approval of this Water Services Agreement (WSA) between the City and CH CRE Ten85 (Ten85) in which Ten85 will "buy in" to certain infrastructure built under CIP Project #101040 "Farallon Water Campus 16" and CIP Project #109240 "Farallon Well #3" (referred to in the WSA as "TB #1"). Per the WSA, Ten85 will pay their pro-rata share of $3,838,342.67 to the City within 120 days of the effective date of the agreement. Additionally, Ten85 shall convey to the City ownership of three (3) parcels for well sites and easements for the ingress and egress of the well sites as part of the City's infrastructure systems. Finally, Ten85 shall construct, at its sole cost, all onsite water infrastructure on the land necessary for the city to provide municipal water service to the land.

BENEFITS:
Expanding the City's water infrastructure and improving water delivery.

FUTURE ACTION:
None.

FINANCIAL IMPACT STATEMENT:
There is no additional cost to the city under this WSA. The cost of the infrastructure identified in this WSA is part of the adopted CIP Projects 101040 and 109240, "Farallon Water Campus 16" and "Farallon Well #3." The Owner's reimbursement to the city is based on their pro-rata share totaling $3,838,342.67.

CURRENT FISCAL YEAR TOTAL COST:
None

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Ten85 WSA Proposed Final with Exhibits 040826 - EXECUTED.pdf

Ten85 Vicinity Map.pdf

WHEN RECORDED, RETURN TO:

City of Buckeye
Attention: City Clerk, Lucinda J. Aja
530 East Monroe Avenue
Buckeye, Arizona 85326

WATER SERVICES AGREEMENT

BETWEEN

THE CITY OF BUCKEYE

AND

CH CRE TEN85 OWNER LLC

A Delaware Limited Liability Company

DATED _____ __, 2026

DEVELOPMENT AGREEMENT
[Payment for Certain Water Public Infrastructure In Lieu of Owner Construction]

1. **Date.** The date of this Development Agreement ("***Agreement***") is _____ __, 2026 (the ***"Effective Date"***).

2. **Parties.** The Parties to this Agreement are:

(a) CITY OF BUCKEYE, ARIZONA
Attention: Doug Sandstrom, City Manager
530 East Monroe Avenue
Buckeye, Arizona 85326 ("***City***")

(b) CH CRE TEN85 OWNER LLC
Attention: David E. Sellers
1200 N. 52nd Street
Phoenix, AZ 85008 ("***Owner***")

3. **Background.** The following is the background to this Agreement:

(a) Owner is the owner of certain real property generally located at the southwest corner of Southern Avenue and 263rd Avenue in the City of Buckeye, consisting of approximately 256 acres (the "***Land***"), which such real property is legally described on the attached **Exhibit A** and depicted on the attached **Exhibit B**, each of which are incorporated herein by reference.

(b) The Land is zoned Light Industrial, and Owner intends to develop or cause to be developed the Land as an industrial development as approved by the City.

(c) The City is a Water Provider and is the legal water provider for the Land and intends to provide water to the Land to supply the potable water to meet the water demands Owner has provided to City for the quantity of water Owner believes is sufficient to serve the contemplated development of the Land, attached as **Exhibit C** and incorporated herein by reference.

(d) Owner acknowledges that Owner or its successor(s) or assign(s) is required to construct, at no cost to the City, the public infrastructure improvements, including water infrastructure, necessary for the development of the Land. This Agreement sets forth the terms and conditions for Owner's payment of the cost of construction of certain water infrastructure in lieu of Owner's construction of such water infrastructure.

(e) The City will construct, or cause to be constructed, certain infrastructure for the purposes of providing sufficient potable water, as follows:

(i) Farallon Water Campus (WC);

(ii) Well identified as TB-1 (TB-1 Well) and associated raw water transmission line between TB-1 and WC;

(iii) Water distribution mains along Land's frontage in W. Southern Ave

These foregoing water infrastructure facilities are herein referred to as the ("***In Lieu Water Infrastructure***") and are identified and described on **Exhibit D** attached hereto. In exchange for the City constructing the In Lieu Water Infrastructure to provide water services to the Land, Owner is agreeing to make the In Lieu Payment (as defined below) for Owner's pro-rata share of the In Lieu Water Infrastructure as described in **Exhibit D** (as defined below) as outlined in this Agreement for the water demands provided by Owner in **Exhibit C.**

(f) The In Lieu Payment to be paid by Owner shall serve as a credit toward any water development impact fees that may be applicable to the Land in conjunction with the development of the Land.

(g) Owner and the City are entering into this Agreement pursuant to the provisions of Arizona Revised Statutes ("***A.R.S.***") § 9-500.05 to facilitate the proper development of the Land by providing for, among other things: (i) conditions, terms, restrictions and requirements for public infrastructure necessary for municipal service to the Land and payment therefor, and (ii) other matters related directly or indirectly to the development of the Land.

(h) Among other things, development of the Land will result in the planning, design, engineering, construction, acquisition, installation, and/or provision of public infrastructure that will support development of the Land.

4. **Agreement.** For good and valuable consideration, including the benefits to City and Owner as described above, City and Owner agree as is more specifically set forth in this Agreement. The recitals set forth above in Section 3 of this Agreement are acknowledged and agreed to by the Parties and are incorporated herein by this reference.

5. **Laws and Regulations.**

(a) The City of Buckeye Code of Ordinances ("***City Code***"), as amended from time to time, including but not limited to that portion of City Code titled the Development Code, as well as design, detail, and construction standards adopted by City Council from time to time, shall govern the development of the Land. The City must be able to regulate the planning and development of the Land as well as construction and installation of improvements on the Land in order to serve the best interests of the City. Consequently, the City reserves the right, in its sole and absolute discretion, to amend existing City Code, the Development Code, or to adopt new laws, rules, regulations and standards of development for the City, whether by ordinance or resolution, or official policies and procedures (all of the foregoing, collectively, and as amended or adopted from time to time, referred to as the "***Laws and Regulations***"). The Laws and Regulations in effect at the time of development, which includes construction of any public infrastructure required pursuant to this Agreement, shall apply to the Land.

(b) Future Laws and Regulations shall apply to the Land, regardless of the impact on the development of the Land, if such future Laws and Regulations are required or mandated by federal, state or county law or regulation; required or imposed by judicial or regulatory action; or necessary to alleviate or otherwise contain threats to public health or safety.

(c) Any change to the Laws and Regulations as allowed in this Section 5 shall not discriminate against Owner and the Land, and any change shall be uniformly applied to all similar land and landowners at such time such land is within the boundaries of City.

6. Public Infrastructure for Municipal Water Service to the Land.

(a) Owner Obligations. Subject to the terms and conditions of this Agreement, and in consideration of the benefits provided to the Owner by the City, as set forth in this Agreement, the Owner agrees to:

(i) Complete In Lieu Payment. Owner agrees to pay to the City the In Lieu Payment in consideration of the City's agreement to construct the In Lieu Water Infrastructure that is necessary for the City to provide municipal water service to the Land in accordance with **Exhibit C**. All construction and installation of the In Lieu Water Infrastructure shall be completed by City, in accordance with City requirements and City-approved plans, and will meet the water demands as described in **Exhibit C**. Owner shall be responsible for payment to the City of three million eight hundred thirty eight thousand three hundred forty two Dollars and sixty-seven cents ($3,838,342.67) (the ***"In Lieu Payment"***). The In Lieu Payment shall be paid by Owner to the City no later than one hundred twenty (120) days from the Effective Date of this Agreement. The Complete In Lieu Payment shall vest in the Land water provided by the City to meet the demands as described in **Exhibit C** in the City water system.

a. Phased In Lieu Payment. As an alternative to Section 6(a)(i), Owner may pay a Phased In Lieu Payment based on the phases of the development, and the water demands associated with each phase of the development as identified in **Exhibit C** and approved herein. Payments shall be made prior to the expiration of the term of this Agreement set forth in Section 11 in order to reserve system capacity for the Land's full demand identified in **Exhibit C**. The project's first phased In Lieu Payment shall be paid to the City no later than sixty (60) days from the Effective Date of this Agreement. With sufficient time to ensure timely performance by Owner pursuant to this Agreement, Owner shall inform City of the first phase of the project's demand, and the City will provide Owner with an invoice for said amount. Each Phased In Lieu Payment will be billed at a rate of eleven thought eight hundred seventeen Dollars and fifty-six cents ($11,817.56) per max day gallon per minute (gpm) of demand. By way of example, if the first phase requires 88.8 max day gpm, the first phase In-Lieu Payment to be paid to the City would equal one million forty-nine thousand three hundred ninety-nine Dollars and ten cents ($1,049,339.10). The entire

amount for each additional phase shall be paid to the City in conjunction with each phase's submission for building permit review. Any phase(s) for which payment is not made in full prior to the expiration of this Agreement will be subject to water development impact fees as set forth in Section 6(a)(i)(b) below.

b. Impact Fee Approach. As an alternative to Section 6(a)(i) and 6(a)(i)(a), Owner shall pay impact fees then-in effect for water demands based on the phases of development, as identified in **Exhibit C**. No reservation of system capacity will be made, and system capacity is subject to availability at the time of the impact fee payment. Impact Fees shall be paid prior to receipt of building permit for each phase of the Land's vertical development.

(ii) Transmission Line Easement. Pursuant to the Final Plat for Buckeye Ten85, recorded in the Official Records of Maricopa County, Arizona in Book 1825 at Page 39 (the "**Plat**"), Owner identified a proposed easement connecting the four dedicated well sites (APNs: 504-39-997, 504-39-996, 504-39-995, and 504-39-994) to the right of way (ROW) in Southern Avenue. At no cost to the City and no later than sixty (60) days following the Effective Date, Owner shall convey to the City, by separate easement agreement in the form attached hereto as **Exhibit F**a thirty-foot wide easement in the same general location as shown on the Plat for the access, ownership, construction, installation, operation, maintenance and repair of the transmission line as part of the City's infrastructure systems, together with an easement for ingress and egress. The City agrees that the Owner may amend the Plat to reflect the actual easement size and location, subject to approval by the City.

(iii) Well Sites and Necessary Easements. Pursuant to the Plat, Owner dedicated four tracts for use as well sites as follows: Well Site #1 (APN 504-39-994), Well Site #2 (APN 504-39-995), Well Site #3 (APN 504-39-996), and, Well Site #4 (APN 504-39-997). The City has determined that Well Site #3 is not required as a well site. At no cost to the City and no later than sixty (60) days following the Effective Date, Owner shall convey the real property identified as Well Sites 1, 2, and 4 to the City by special warranty deed. In addition, Owner shall grant to the City, at no cost to the City, all rights-of-way, easements, access rights, and other interests in real property necessary for the ownership, construction, installation, operation, maintenance and repair of the infrastructure to be constructed on the Well Sites including easements: (i) as are necessary for the operation, maintenance and repair of infrastructure as part of the City's infrastructure systems, including easements for ingress, egress, utilities, and, if necessary, noise and odor; and (ii) from the infrastructure to the point of connection to the then existing or proposed infrastructure system for the Land at the nearest point of interconnection in a public right-of-way or such other location approved by the City and as are necessary for the purpose of construction, installation, operation, maintenance and repair of the property and equipment comprising the

infrastructure ("Necessary Easements"). Owner shall provide title commitments for Well Sites 1, 2 and 4, each evidencing no liens or encumbrances, and pay the premium for a standard owner's title insurance policy in favor of the City for each of the foregoing Well Sites in the amount of the fair market value of each. As part of the conveyance of Well Sites 1, 2, and 4, and at Owner's sole cost, Owner shall cause to be conducted for the City's review and approval, Phase I environmental site assessments and reports. Owner agrees that the Well Sites and Necessary Easements are a material part of the consideration for this Agreement, and no credit or reimbursement will be due Owner from City for the Well Sites and Necessary Easements required by and through this Agreement.

(iv) Additional Infrastructure. Owner's payment of the In Lieu Payment to the City pursuant to this Agreement does not include all required utility infrastructure as defined by the City's development code including water mains within the boundaries of the Land and water infrastructure necessary to service the Land. Owner shall be required to construct onsite water infrastructure on the Land necessary for the City to provide municipal water service to the Land at Owner's sole cost.

(v) Secondary Water Connection. For the purpose of meeting City Fire Code requirements, Owner may be required to develop a City approved secondary water service for the purpose of fire suppression in lieu of a second City service connection feeding the Development

(vi) Owner shall timely and fully comply with all terms and conditions of this Agreement.

(b) **City Obligations.** Subject to the terms and conditions of this Agreement, and in consideration of the benefits provided to the City by the Owner as set forth in this Agreement, the City agrees to:

(i) The City shall construct or cause to be constructed the In Lieu Water Infrastructure (as defined above and set forth in **Exhibit D**). The City shall also provide sufficient potable water to meet water demands as set forth in **Exhibit C** not later than December 31, 2027. The City will ensure that prior to March 31, 2026, thirty-three percent (33%) or 107.18 gpm of project's total water demand of 324.8 gpm will be available for project.

(ii) Upon receipt of the In Lieu Payment or Phased In Lieu Payment from Owner, City shall credit in the same amount toward any City water development impact fees that may be owed for the development of the Land. Any increases to the water demands will require a written amendment to this Agreement.

(iii) Subject to (i) Owner's timely and complete performance of Owner's obligations set forth in Section 6 of this Agreement, and (ii) Owner's construction and installation, at Owner's sole cost and when needed by Owner, of all onsite

water infrastructure on the Land necessary for the City to provide municipal water service to the Land, municipal water service will be available for the Land to meet the requirements of **Exhibit C**. Any failure by Owner to timely and completely perform its obligations pursuant to this Agreement, will relieve the City from its obligations under Section 6(b).If Owner has timely and completely performed its obligations, the obligations of the City under this Section 6(b) shall survive the expiration or termination of this Agreement.

(iv) Water delivered to the Land from In Lieu Water Infrastructure shall meet all standards for water quality set by Arizona Department of Environmental Quality.

(v) The City agrees to provide periodic construction and construction timeline updates to Owner on a no less than quarterly basis.

7. **Conflicts of Interest.** The Parties acknowledge that this Agreement is subject to cancellation pursuant to Section 38-511, Arizona Revised Statutes, as amended.

8. **Covenants Running with the Land.** The provisions of this Agreement shall be for the benefit of, and shall be a burden upon, the Land, and the provisions of this Agreement shall be covenants running with the Land.

9. **Indemnity.** Owner (or its successors or assigns) shall indemnify, defend and hold harmless the City and each council member, officer, official or employee thereof (the City and any such person being herein called an "***Indemnified Party***"), for, from and against any and all losses, claims, damages, liabilities costs and expenses (including reasonable attorneys' fees) to which any such Indemnified Party may become subject, at law or in equity or otherwise ("***Claims***"), insofar as such Claims (or actions in respect thereof) arise out of or are based upon the negligence or intentional misconduct of Owner in the performance of its obligations under this Agreement, except for those Claims which have been caused by the City's gross negligence or intentional misconduct. An Indemnified Party shall, promptly after receipt of written notice or actual knowledge of a Claim against such Indemnified Party in respect of which indemnification may be sought against Owner, notify Owner in writing of such claim.

10. **Dispute Resolution.** The parties shall be limited to the remedies and dispute resolution process set forth in **Exhibit E** attached hereto concerning any dispute, controversy, claim, or cause of action arising out of or relating to this Agreement. The parties agree that any award rendered by the arbitrator (as defined in **Exhibit E**) pursuant to the provisions of **Exhibit E** shall be binding on all parties, and if a party does not abide by the award rendered by the arbitrator, the provisions of **Exhibit E** shall apply.

11. **Term.** Subject to provisions of this Agreement, this Agreement shall automatically terminate as to the Land without the necessity of any notice, agreement or recording by and between the Parties five (5) years from the Effective Date of this Agreement.

12. **No Agency or Partnership.** Neither City nor Owner are acting as the agent of the other with respect to this Agreement, and this Agreement shall not be deemed to create a partnership, joint venture or other business relationship between City and Owner.

13. **No Third-Party Beneficiary.** This Agreement shall not create any third-party beneficiary rights to any person or entity who is not a party to this Agreement, including any lender to the Owner, unless expressly provided to the contrary in this Agreement (and then only to the extent so provided).

14. **Recording.** City shall record this Agreement with the County Recorder no later than ten (10) days after the last Party to execute this Agreement.

15. **Time of Essence.** Time is of the essence of this Agreement.

16. **Benefit and Binding Effect.** This Agreement shall be for the benefit of and binding upon the Parties hereto and their successors and assigns.

17. **Waiver of Claims.** The Owner on behalf of itself and all other parties having an interest in the Land intends to encumber the Land with the following agreements and waivers. Owner agrees and consents to all the conditions imposed by this Agreement, and by signing this Agreement waives any and all claims, suits, damages, compensation and causes of action for diminution in value of the Land the owner of the Land may have now or in the future under the provisions of A.R.S. Sections 12-1134 through and including 12-1136 resulting from this Agreement or from any "land use law" (as such term is defined in the aforementioned statute sections) expressly permitted or contemplated by this Agreement to be enacted, adopted or applied by the City now or hereafter. Owner acknowledges and agrees the terms and conditions set forth in this Agreement cause an increase in the fair market value of the Land and such increase exceeds any possible reduction in the fair market value of the Land caused by any future land use laws, rules, ordinances, resolutions or actions expressly permitted or contemplated by this Agreement and adopted or applied by the City to the Land.

18. **Amendment.** Any amendment to this Agreement shall be in writing and signed by both Parties.

19. **Notices.** All notices, requests, waivers, approvals, acceptances or other communications under this Agreement shall be in writing and shall be deemed given when personally delivered, sent by electronic mail, or two days after mailing by certified mail, return receipt requested and postage prepaid, to the addresses or facsimile numbers set forth below:

(a) For City: Doug Sandstrom, City Manager
City of Buckeye
530 East Monroe Avenue
Buckeye, Arizona 85326

With a copy to: Tosca Henry, City Attorney
City of Buckeye
530 East Monroe Avenue
Buckeye, Arizona 85326

(b) Owner: CH CRE TEN85 OWNER LLC
Attention: David E. Sellers
1200 N. 52nd Street
Phoenix, AZ 85008

No notice to a Party shall be effective unless and until a copy of such notice is given to, or as appropriate, received by, all persons indicated above as entitled to receive required copies of notices to that Party. The above-described recipients of notices may change their address for notice purposes by giving the other Parties notice of such change, provided, however, that no such change in notice shall be effective for a period of ten (10) calendar days following such notice of such change. The inability to deliver because of a changed address of which no notice was given, or rejection or other refusal to accept any notice, shall be deemed to be the receipt of the notice as of the date of such inability to deliver or rejection or refusal to accept. Any notice to be given by any Party hereto may be given by legal counsel for such Party.

20. **Force Majeure.** The performance of either Party and the duration of this Agreement shall be extended by any causes that are beyond the control of the Party required to perform, such as an act of God, civil or military disturbance and labor or material shortage.

21. **Governing Law.** This Agreement shall be governed by and construed under the laws of the state of Arizona, and any litigation shall take place only in Maricopa County, Arizona.

22. **Attorneys' Fees.** The prevailing Party in any litigation in connection with this Agreement shall be entitled to its attorneys' fees and costs.

23. **No Waiver.** No delay in exercising any right or remedy shall constitute a waiver thereof, and no waiver by the City or Owner of the breach of any covenant of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or any other covenant or condition of this Agreement.

24. **Representations and Warranties.** As of the date of the execution of this Agreement, the Parties represent and warrant to each other as follows:

(a) **By Owner:**

(i) Owner is a corporation or limited liability company duly formed and in good standing in its State of incorporation or formation and duly qualified to do business in Arizona.

(ii) Owner has the authority, including the person signing for Owner, and the right to enter into this Agreement as authorized by the managers or members of the Owner pursuant to the operating agreement of Owner.

(iii) Owner is not prohibited from executing this Agreement by any law, rule, regulation, instrument, agreement, order or judgment.

(iv) Owner has not relied on any representations or warranties of the City other than those expressly set forth in this Agreement.

(b) **By City:** This Agreement was approved at a duly noticed and held public meeting by the Mayor and City Council, at which a quorum was present, and the execution of this Agreement was authorized.

25. **Assignment.** Owner shall have the right to transfer or assign ("Transfer") part or all of its rights under this Agreement to any person or entity receiving title to all or part of the Land (each, a "Transferee") at any time during the duration of this Agreement by written assignment and with the written consent of the City which shall not be unreasonably withheld. An assignment shall be made by a written instrument recorded in the Official Records of Maricopa County, Arizona expressly assigning such rights and obligations and shall be signed by Owner and Transferee. In the event of a complete or partial assignment by Owner, all or such portion of the Owner's obligations so assigned shall terminate as to the assigning Owner effective upon the assumption by the Transferee of such rights and obligations.

26. **Counterpart Signature.** This Agreement may be executed in counterpart, each of which shall be deemed an original, and all of which combined shall constitute one and the same instrument.

27. **Certification.** To the extent applicable under A.R.S. § 35-394, Owner certifies that it does not, and will not for the duration of this Agreement, use the forced labor, any goods or services produced by the forced labor, or any contractors, subcontractors, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.

28. **Exhibits; Merger.** This Agreement, together with **Exhibit A** through **Exhibit E** listed below, attached hereto and incorporated herein by this reference, constitute the entire agreement between the Parties with respect to construction of the Infrastructure as set forth in this Agreement. All prior contemporaneous agreements, representations and understandings of the Parties, oral or written, with respect thereto are hereby superseded and merged herein.

Exhibit A	Legal Description of the Land
Exhibit B	Depiction of the Land
Exhibit C	Owner's Engineer's Estimate of the Water Volume Demands to Serve the Development of the Land
Exhibit D	City's Estimate of Cost for In Lieu Water Infrastructure
Exhibit E	Dispute Resolution/Remedies

29. **Signature.** The Parties have executed this Agreement as of the Effective Date.

CITY OF BUCKEYE, ARIZONA, an Arizona municipal corporation

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

STATE OF ARIZONA
COUNTY OF MARICOPA

On this _____ day of _____, 2026, before me personally appeared Eric W. Orsborn, Mayor of the CITY OF BUCKEYE, ARIZONA, whose identity was proven to me on the basis of satisfactory evidence to be the person who he claims to be, and acknowledged that he signed this Development Agreement on behalf of the City.

I certify under PENALTY OF PERJURY under the laws of the State of Arizona that the foregoing paragraph is true and correct.

(Seal and Expiration Date)

_____
Notary Public in and for the State of Arizona

OWNER: CH CRE TEN85 OWNER LLC
A Delaware limited liability company

By: _____
Name: David Sellers
Title: Authorized Signatory

STATE OF ARIZONA
COUNTY OF MARICOPA

On this 9th day of April, 2026, before me personally appeared David Sellers the Authorized Signatory of CH CRE TEN85 OWNER LLC, whose identity was proven to me on the basis of satisfactory evidence to be the person who he/she claims to be, and acknowledged that he/she signed this Development Agreement on behalf of CH CRE TEN85 OWNER LLC.

I certify under PENALTY OF PERJURY under the laws of the State of Arizona that the foregoing paragraph is true and correct.

(Seal and Expiration Date)

RYAN BYLER
NOTARY PUBLIC - ARIZONA
MARICOPA COUNTY
COMMISSION # 692229
MY COMMISSION EXPIRES
MARCH 09, 2030

_____
Notary Public in and for the State of Arizona

<u>EXHIBIT A</u>
TO
AGREEMENT

[Legal Description of Land]

LEGAL DESCRIPTION

THAT PORTION OF THE WEST HALF OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 4 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 36 FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 36 BEARS SOUTH 88°41'56" EAST, A DISTANCE OF 2652.61 FEET;

THENCE SOUTH 88°41'56" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 36, A DISTANCE OF 329.53 FEET;

THENCE SOUTH 01°18'04" WEST, A DISTANCE OF 143.16 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 88°43'03" EAST, A DISTANCE OF 157.10 FEET;
THENCE SOUTH 88°41'23" EAST, A DISTANCE OF 612.95 FEET;
THENCE NORTH 1°17'24" EAST, A DISTANCE OF 68.20 FEET;
THENCE SOUTH 88°41'56" EAST, A DISTANCE OF 330.03 FEET;
THENCE NORTH 1°18'04" EAST, A DISTANCE OF 5.00 FEET;
THENCE SOUTH 88°41'56" EAST, A DISTANCE OF 90.53 FEET;
THENCE SOUTH 78°10'41" EAST, A DISTANCE OF 21.47 FEET;
THENCE SOUTH 88°41'56" EAST, A DISTANCE OF 30.73 FEET;
THENCE SOUTH 1°18'04" WEST, A DISTANCE OF 5.58 FEET;
THENCE SOUTH 88°41'56" EAST, A DISTANCE OF 47.14 FEET;
THENCE NORTH 73°17'49" EAST, A DISTANCE OF 14.56 FEET;
THENCE SOUTH 88°41'56" EAST, A DISTANCE OF 951.27 FEET;
THENCE SOUTH 44°19'11" EAST, A DISTANCE OF 42.88 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 767.43 FEET;
THENCE NORTH 89°56'25" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 472.92 FEET;
THENCE SOUTH 89°56'25" EAST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 876.05 FEET;
THENCE NORTH 89°56'25" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 467.01 FEET;
THENCE SOUTH 89°56'25" EAST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 553.34 FEET;
THENCE SOUTH 2°24'04" WEST, A DISTANCE OF 98.61 FEET;
THENCE NORTH 87°35'56" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 2°24'04" WEST, A DISTANCE OF 505.82 FEET;
THENCE SOUTH 87°35'56" EAST, A DISTANCE OF 10.69 FEET;

REGISTERED LAND SURVEYOR NO. 29865 JAMES A. BRUCCI DATE SIGNED 2/18/2026 ARIZONA U.S.A

TITLE: **XB13**

DATE: 2/18/26

DESC: NET PLAT

HUNTER ENGINEERING
CIVIL AND SURVEY
10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

PROJ.NO.LGEC298

LEGAL DESCRIPTION

THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 233.71 FEET;
THENCE SOUTH 0°37'54" WEST, A DISTANCE OF 769.64 FEET;
THENCE NORTH 89°22'06" WEST, A DISTANCE OF 8.32 FEET;
THENCE SOUTH 0°03'35" WEST, A DISTANCE OF 247.01 FEET;
THENCE SOUTH 45°05'37" WEST, A DISTANCE OF 56.49 FEET;
THENCE NORTH 89°52'15" WEST, A DISTANCE OF 1,201.24 FEET;
THENCE NORTH 0°00'28" EAST, A DISTANCE OF 1,196.66 FEET;
THENCE NORTH 89°34'23" WEST, A DISTANCE OF 1,264.54 FEET;
THENCE NORTH 0°02'56" WEST, A DISTANCE OF 1,268.23 FEET;
THENCE SOUTH 89°16'34" EAST, A DISTANCE OF 35.33 FEET;
THENCE NORTH 0°02'51" WEST, A DISTANCE OF 60.01 FEET;
THENCE NORTH 89°16'34" WEST, A DISTANCE OF 35.33 FEET;
THENCE NORTH 0°02'15" WEST, A DISTANCE OF 1,314.82 FEET;
THENCE NORTH 89°53'11" EAST, A DISTANCE OF 118.01 FEET;
THENCE NORTH 0°04'24" WEST, A DISTANCE OF 99.86 FEET;
THENCE SOUTH 89°57'28" WEST, A DISTANCE OF 99.99 FEET;
THENCE NORTH 10°03'56" EAST, A DISTANCE OF 362.78 FEET;
THENCE NORTH 14°11'03" EAST, A DISTANCE OF 758.56 FEET TO THE POINT OF BEGINNING.

REGISTERED LAND SURVEYOR
NO. 29865
JAMES A. BRUCCI
DATE SIGNED 2/18/2026
ARIZONA U.S.A

TITLE: **XB13**

DATE: 2/18/26

DESC: NET PLAT

HUNTER
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10450 N. 74TH ST., SUITE 200
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T 480 991 3985
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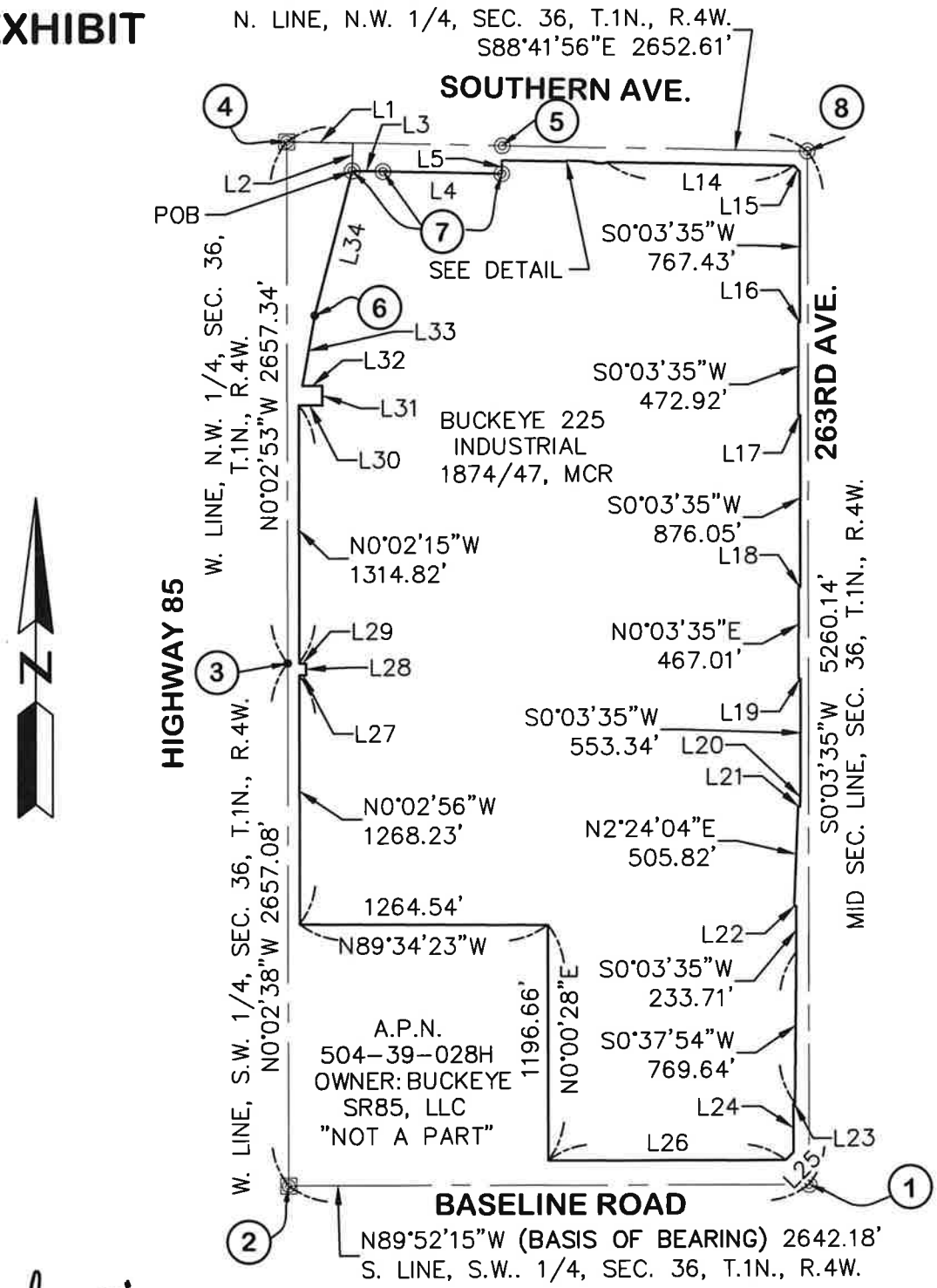
PROJ.NO.LGEC298

EXHIBIT



REGISTERED LAND SURVEYOR
CERTIFICATE NO.
29865
JAMES A.
BRUCCI
DATE SIGNED 2/18/2026
ARIZONA U.S.A.

TITLE: **XB13**
SCALE: N.T.S.
DATE: 2/18/26
DESC: NET PLAT

HUNTER
ENGINEERING
CIVIL AND SURVEY

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

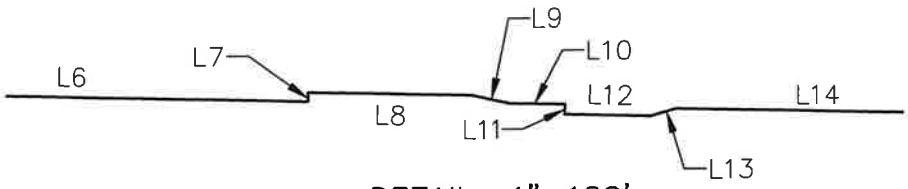
3 OF 5

PROJ.NO.LGEC298

EXHIBIT

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S88°41'56"E	329.53'
L2	S01°18'04"W	143.16'
L3	S88°43'03"E	157.10'
L4	S88°41'23"E	612.95'
L5	N01°17'24"E	68.20'
L6	S88°41'56"E	330.03'
L7	N01°18'04"E	5.00'
L8	S88°41'56"E	90.53'
L9	S78°10'41"E	21.47'
L10	S88°41'56"E	30.73'
L11	S01°18'04"W	5.58'
L12	S88°41'56"E	47.14'
L13	N73°17'49"E	14.56'
L14	S88°41'56"E	951.27'
L15	S44°19'11"E	42.88'
L16	N89°56'25"W	10.00'
L17	S89°56'25"E	10.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L18	N89°56'25"W	10.00'
L19	S89°56'25"E	10.00'
L20	S02°24'04"W	98.61'
L21	S87°35'56"E	10.00'
L22	S87°35'56"E	10.69'
L23	N89°22'06"W	8.32'
L24	S00°03'35"W	247.01'
L25	S45°05'37"W	56.49'
L26	N89°52'15"W	1201.24'
L27	S89°16'34"E	35.33'
L28	N00°02'51"W	60.01'
L29	N89°16'34"W	35.33'
L30	N89°53'11"E	118.01'
L31	N00°04'24"W	99.86'
L32	S89°57'28"W	99.99'
L33	N10°03'56"E	362.78'
L34	N14°11'03"E	758.56'



DETAIL 1"=100'

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
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JAMES A.
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HUNTER
ENGINEERING

10450 N. 74TH ST., SUITE 200
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T 480 991 3985
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4 OF 5

CIVIL AND SURVEY

PROJ.NO.LGEC298

EXHIBIT

MONUMENT LEGEND:

1. ◎ S. 1/4 COR. SEC. 36, T.1N., R.4W. FOUND ALUMINUM CAP FLUSH STAMPED "MC LS 22258"
2. ▣ S.W. COR. SEC. 36, T.1N., R.4W. FOUND BRASS CAP IN HANDHOLE
3. ● W. 1/4 COR. SEC. 36, T.1N., R.4W. FOUND 5/8" IRON BAR
4. ▣ N.W. COR. SEC. 36, T.1N., R.4W. FOUND BRASS CAP IN HANDHOLE W/ SECTION LABELS (POC)
5. ◎ FND. A.D.O.T. BRASS CAP FLUSH
6. ● FND. IRON BAR W/ NO I.D.
7. ◎ FND. A.D.O.T. ALUMINUM CAP FLUSH
8. ◎ N. 1/4 SEC. 36, T.1N., R.4W. FOUND COTTON PICKER SPINDLE W/NO STAMP

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
29865
JAMES A.
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5 OF 5

PROJ.NO.LGEC298

EXHIBIT B
TO
AGREEMENT

[Depiction of Land]

The project lies within the City of Buckeye, Maricopa County, Arizona. The site is located on the west side of 263rd Avenue between Southern and Baseline Roads. It is specifically located in the west half of Section 36, Township 1 North, Range 4 West of the Gila and Salt River Base and Meridian. Figure 1, in Appendix A, illustrates the location of the project site in relation to the City of Buckeye Street system. Figure 2, in Appendix A is the city water system map showing the adjacent development and water improvements. Please note that per the city Figure 2, even though a city document, it is not an accurate or reliable source for the existing water facilities in this area.

EXHIBIT C
TO
AGREEMENT

[Owner's Engineer's Estimate of the Water Volume Demand to Serve the Development of the Land]

Project: TEN85
Project Number: LGE Design Build
Town: Buckeye

BUCKEYE DOMESTIC DEMAND SUMMARY

Building	Building Size (sf)	Square Feet per Employee	Employee	Average Day Demand (30 gppd) per COB Water Engineering Design Standards Table 1 of Section 3-1.202		Average Day Demand (gpd)	Average Day Demand (gpm)	Max Day Demand (ADD*1.8) (gpd)	Max Day Demand (ADD*1.8) (gpm)	Peak Hour Demand (ADD*3.0) (gpd)	Peak Hour Demand (ADD*3.0) (gpm)
Bldg. A	1,148,040	2,100	547	130	gppd	71,069.1	49.4	127,924.5	88.8	213,207.4	148.1
Bldg. B	1,219,720	2,100	581	130	gppd	75,506.5	52.4	135,911.7	94.4	226,519.4	157.3
Ph 2 Total	2,367,760		1,128			146,575.6	101.8	263,836.1	183.2	439,726.9	305.4
Bldg. C	1,219,720	2,100	581	130	gppd	75,506.5	52.4	135,911.7	94.4	226,519.4	157.3
Bldg. D	610,440	2,100	291	130	gppd	37,789.1	26.2	68,020.5	47.2	113,367.4	78.7
Ph 1 Total	1,830,160		872			113,295.6	78.7	203,932.1	141.6	339,886.9	236.0
Totals	4,197,920.0		1,999.0			259,871.2	180.5	467,768.2	324.8	779,613.7	541.4

FIRE FLOW TABLE

Proposed Building	Building Area SF	Estimated Construction Type	Minimum Required Fire Flow for Buildings Table B105.1	75% Reduced for Sprinklers (gpm)
Bldg. A	1,148,040	V-B	8,000 gpm	2,000
Bldg. B	1,219,720	V-B	8,000 gpm	2,000
Bldg. C	1,219,720	V-B	8,000 gpm	2,000
Bldg. D	610,440	V-B	8,000 gpm	2,000

EXHIBIT D
TO
AGREEMENT

[City Engineer's Estimate of Owner's Pro-rata Cost for In Lieu Water Infrastructure and description of In Lieu Water Infrastructure]

Ten85 DEVELOPMENT INTO
FARALLON WATER CAMPUS (FWC) SERVICE AREA

Source Water			Water Campus Production - **FARALLON WATER CAMPUS (FWC) PH 1**		
Demand					
Total TB-1 Anticipated Production	1159	gpm	FWC-P1 Reservoir Capacity	2,800,000	gal
Ten85 Demand (Max Day)*	**324.8**	gpm	Ten85 (Peak Hour) Demand	350,000	**gal**
*updated water report required			Ten85 Demand (% of Cap)	13%	
Ten85 Demand (% of Cap)	**28%**				
			FWC-P1 Production Capacity	8000	gpm
			Ten85 (Max Day) Demand	325	gpm
			Ten85 Demand (% of Cap)	4%	
			Fixed On-site Requirements	18000	gpm
			Ten85 (Max Day) Demand	325	gpm
			Ten85 Demand (% of Cap)	2%	
			Fixed Off-site Infrastructure	8000	gpm
			Ten85 (Max Day) Demand	325	gpm
			Ten85 Demand (% of Cap)	4%	
			Treatment Capacity	-	gpm
			Ten85 (Peak Hour) Demand	325	gpm
			Ten85 Demand (% of Cap)	0%	
Cost to Entry					
Total Well Cost (per Ten85)	$ 3,657,780.00		Reservoir Construction Cost	$ 7,065,639	
Ten85 Cost to Entry	***$ 1,025,062.07***		***Ten85 Cost to Entry - Reservoir***	**$ 883,205**	
			Production Construction Costs	$ 22,161,542	
Transmission Line (per Ten85)	$ 1,504,242.00		***Ten85 Cost to Entry - Production***	**$ 899,759**	
Ten85 Cost to Entry	***$ 421,551.17***		Fixed On-site Construction Costs	$ 19,401,451	
			Ten85 Cost to Entry - On-site	**$ 350,088**	
			Fixed Off-site Construction Costs	$ 6,371,368	
			Ten85 Cost to Entry - Off-site	**$ 258,678**	
			Treatment Construction Costs	$ -	
			Ten85 Cost to Entry - Treatment	**$ -**	
subtotal Ten85 Source Water Cost to Entry	$ 1,446,613.24		subtotal Ten85 FWC-P1 Cost to Entry	$ 2,391,729	
TOTAL Ten85 COST TO ENTRY				**$ 3,838,342.67**	

Ten85 DEVELOPMENT INTO
FARALLON WATER CAMPUS (FWC) SERVICE AREA

Developer Responsibilities

1 Required distribution mains not already installed fronting property.
2 Temp On-site fire flow system until system looped back to Farallon service area network.
3 All on site infrastructure.
4 All sewer demand infrastructure.

EXHIBIT E
TO
AGREEMENT

[Dispute Resolution/Remedies]

A. The dispute resolution process ("***Process***") and remedies set forth herein shall not apply to an action by the City to condemn or acquire by inverse condemnation all or any portion of the Land, and in the event of any such action by the City, Owner shall have all rights and remedies available to it at law or in equity.

B. If an event of default, the non-defaulting party may institute the Process, pursuant to Paragraph C below.

C. Any controversy or claim subject to the Process shall be settled by an arbitration administered by the American Arbitration Association ("***AAA***") in accordance with its Commercial Arbitration Rules ("***Rules***") (except that the terms of this Agreement and this Exhibit shall control over conflicting rules), and judgment on the award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

D. The dispute shall be heard by a single arbitrator from a panel of qualified arbitrators located within the Phoenix metropolitan area.

E. The place of arbitration shall be Phoenix, Arizona.

F. The parties agree that the remedies available for the award by the arbitrator shall be limited to specific performance and declaratory relief and that under no circumstances shall the arbitrator issue an award of monetary damages, whether characterized as actual, consequential or otherwise, provided, however, the arbitrator may award the payment of an amount owed, or enjoin the withholding of amounts due, pursuant to this Agreement.

G. The parties have structured this Process with the goal of providing for the prompt and efficient resolution of all disputes falling within the purview of this Process. The hearing of any dispute shall be expedited and will commence as soon as practicable, but no later than forty-five (45) days after selection of the arbitrator. This deadline can be extended only with the consent of both parties to the dispute, or by decision of the arbitrator upon a showing of emergency circumstances.

H. The arbitrator shall determine the nature and scope of discovery, if any, and the manner of presentation of relevant evidence consistent with the deadlines provided herein, and the parties' objective that the disputes be resolved in a prompt and efficient manner. No discovery may be had of privileged materials or information. The arbitrator, upon proper application, shall issue such orders as may be necessary and permissible under law to protect confidential, proprietary, or sensitive materials or information from public disclosure or other misuse.

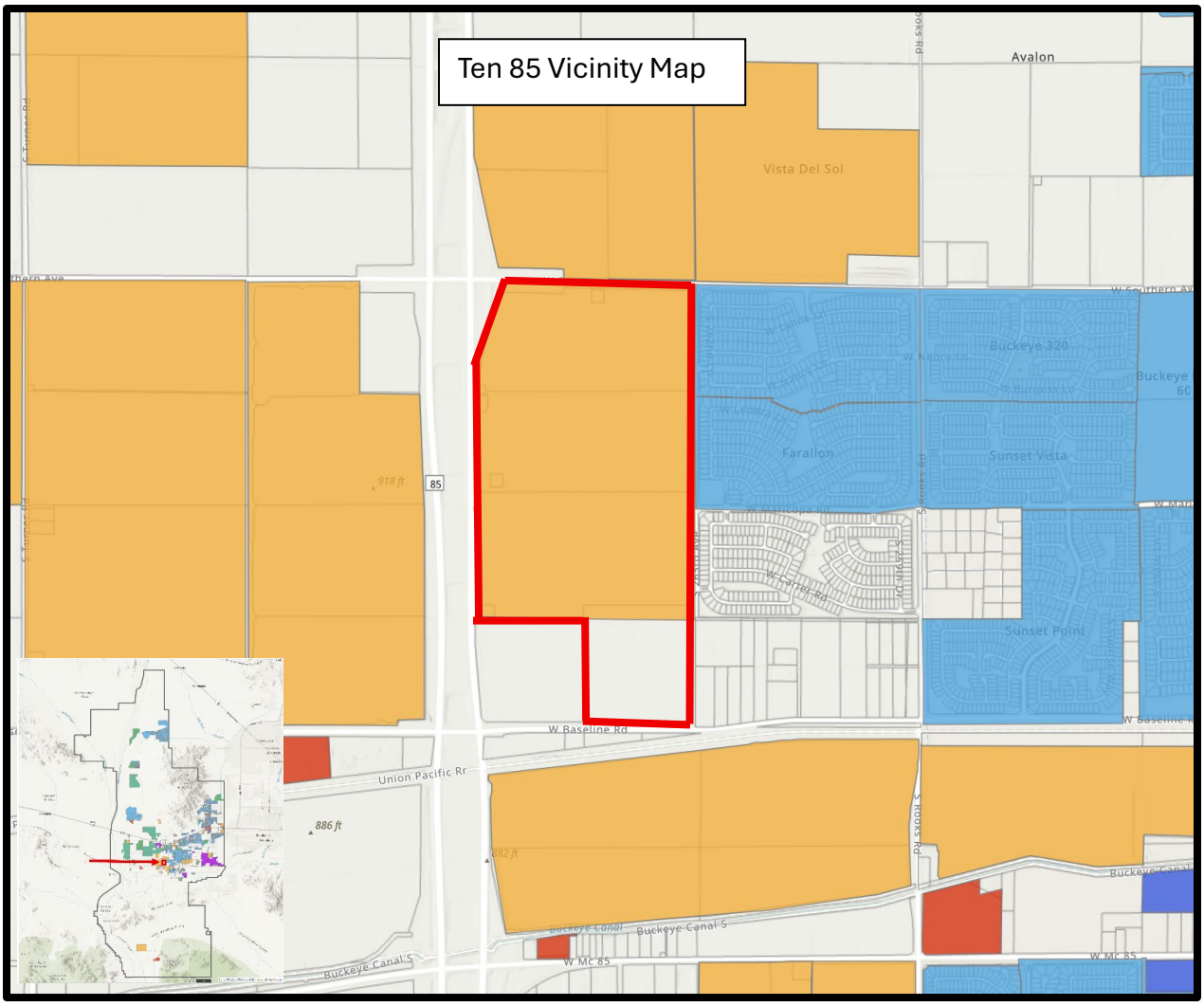
I. In order to effectuate the parties' goals, the hearing, once commenced, will proceed from business day to business day until concluded, absent a showing of good cause.

J. The arbitrator shall, within thirty (30) days from the conclusion of the hearing, issue the award.

K. The arbitrator may determine how the costs and expenses of the arbitration shall be allocated between the parties, and may award attorneys' fees to either party.

L. The award of the arbitrator shall be accompanied by a reasoned opinion.

M. The award of the arbitrator shall be final and binding. Except as otherwise provided in this Agreement, this Exhibit and the Commercial Arbitration Rules of the AAA, the Process shall be subject to the provisions of the Arizona Arbitration Act (A.R.S. §§ 12-1501-1518). In the event a party seeks confirmation of an award, or if there is a failure to abide by any award, either party may seek any remedy at law or equity for failure to comply with the award, but in no event shall the award be reviewed *de novo* or consequential monetary damages be ordered by the court.


Ten 85 Vicinity Map
Avalon
Vista Del Sol
Buckeye 320
Farallon
Sunset Vista
Sunset Point
W Baseline Rd
Union Pacific Rr
Buckeye Canal S
W Mc 85
85
886 ft
918 ft
882 ft

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.R. WR - APS Easement Well #3
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102	
DEPARTMENT: Water Resources	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on the City of Buckeye - APS Utility Easement between the City of Buckeye, an Arizona municipal corporation, and Arizona Public Service (APS), an Arizona corporation; and authorize the City Manager to execute said Easement on behalf of the City of Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
The Water Resources Department (WRD) is requesting approval of a 339 sq. ft. utility easement at the northeast corner of Verrado Way and Van Buren Street to facilitate the provision of power to the North Airport Road Water Campus (NARWC) Well #3. All necessary equipment will be installed and maintained by APS.

BENEFITS:
The utility easement in favor of APS is required to provide power to the NARWC Well #3 and complete construction in a timely manner.

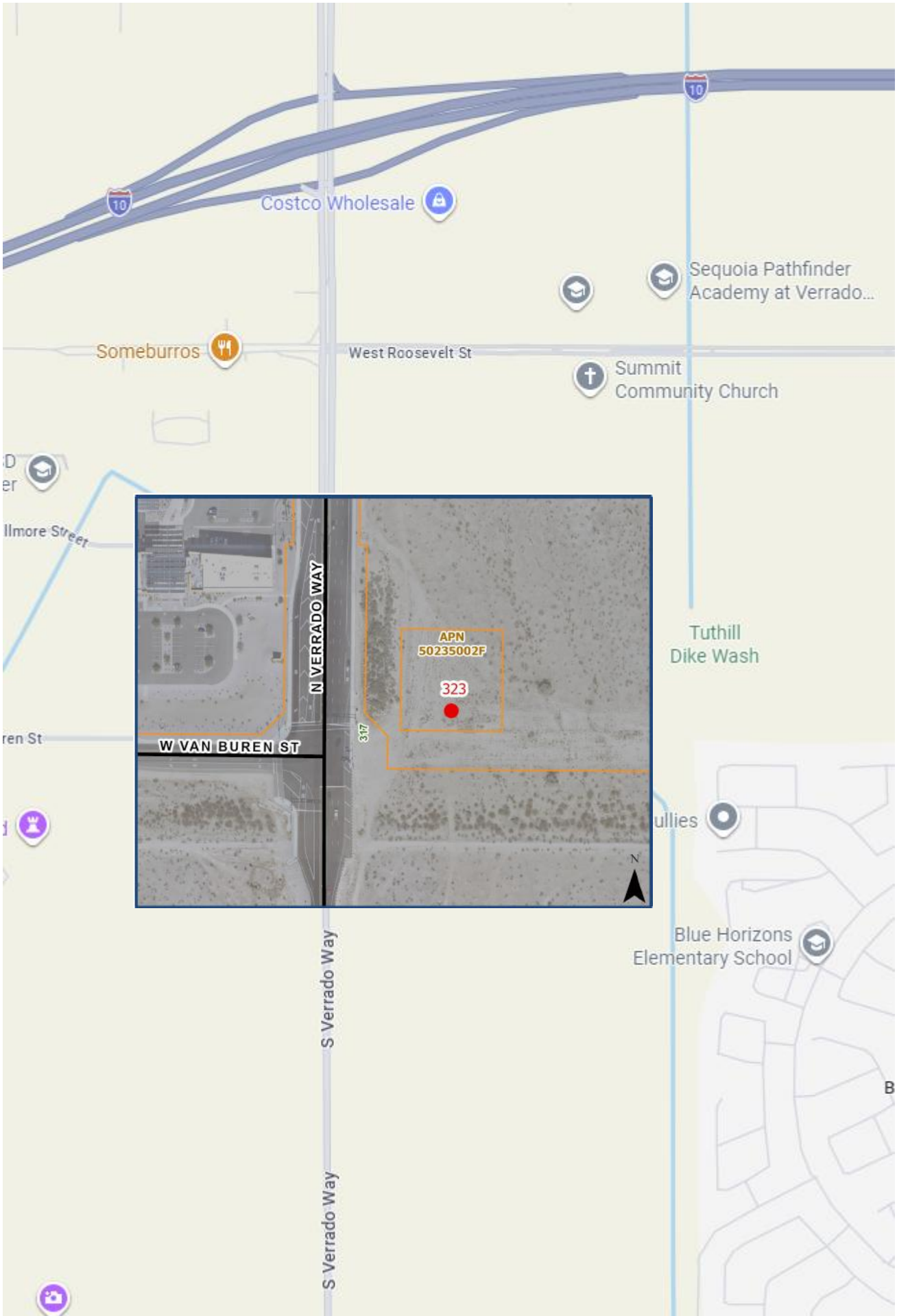
FUTURE ACTION:
None.

FINANCIAL IMPACT STATEMENT:
None.

CURRENT FISCAL YEAR TOTAL COST:
None.

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
A_Vicinity Map_NARWC-Well#3.pdf
B_APN502-35-002F_APS_Easement_WA882024.pdf

Vicinity Map



SW-06-1N-2W
APN 502-35-002F
BC-26-08
WA882024
TKH/BDP

CITY OF BUCKEYE-APS
UTILITY EASEMENT

THE CITY OF BUCKEYE, a municipal corporation of the State of Arizona, (hereinafter called "Grantor"), is the owner of the following described real property located in Maricopa County, Arizona (hereinafter called "Grantor's Property"):

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Grantor, for and in consideration of One Dollar ($1.00) and other valuable consideration, receipt of which is hereby acknowledged, does hereby grant and convey to **ARIZONA PUBLIC SERVICE COMPANY**, an Arizona corporation, (hereinafter called "Grantee"), and to its successors and assigns, a non-exclusive right, privilege, and easement, 8 feet in width or as further described in attached exhibits at locations and elevations, in, upon, over, under, through and across, a portion of Grantor's Property described as follows (herein called the "Easement Premises"):

SEE EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF

Grantee is hereby granted the right to: construct, reconstruct, replace, repair, operate and maintain electrical lines, together with appurtenant facilities and fixtures for use in connection therewith, for the transmission and distribution of electricity to, through, across, and beyond Grantor's Property; and install, operate and maintain telecommunication wires, cables, conduits, fixtures and facilities solely for Grantee's own use incidental to supplying electricity (said electrical and telecommunication lines, facilities and fixtures collectively herein called "Grantee Facilities"). Grantee shall at all times have the right of full and free ingress and egress to and along the Easement Premises for the purposes herein specified.

Grantee is hereby granted the right, but not the obligation, to trim, prune, cut, and clear away trees, brush, shrubs, or other vegetation on, or adjacent to, the Easement Premises whenever in Grantee's judgment the same shall be necessary for the convenient and safe exercise of the rights herein granted.

Grantor shall not locate, erect or construct, or permit to be located, erected or constructed, any building or other structure or drill any well within the limits of the Easement Premises; nor shall Grantor plant or permit to be planted any trees within the limits of the Easement Premises without the prior written consent of Grantee. However, Grantor reserves all other rights, interests and uses of the Easement Premises that are not inconsistent with Grantee's easement rights herein conveyed and which do not interfere with or endanger any of the Grantee Facilities, including, without limitation, granting others the right to use all or portions of the Easement Premises for utility or roadway purposes and constructing improvements within the Easement Premises such as paving, sidewalks, landscaping, driveways, and curbing. Notwithstanding the foregoing, Grantor shall not have the right to lower by more than one foot or raise by more than two feet the surface grade of the Easement Premises without the prior written consent of Grantee, and in no event shall a change in the grade compromise Grantee's minimum cover requirements or interfere with Grantee's operation, maintenance or repair.

Grantee shall not have the right to use the Easement Premises to store gasoline or petroleum products, hazardous or toxic substances, or flammable materials; provided however, that this prohibition shall not apply to any material, equipment or substance contained in, or a part of, the Grantee Facilities, provided that Grantee must comply with all applicable federal, state and local laws and regulations in connection therewith. Additionally, the Easement Premises may not be used for the storage of construction-related materials or to park or store construction-related vehicles or equipment except on a temporary basis to construct, reconstruct, replace, repair, operate, or maintain the Grantee Facilities.

Grantor shall maintain clear areas that extend: 1) 3 feet from and around all edges of all switching cabinet pads and 2 feet from and around all edges of all transformer pads and other equipment pads, and 2) a clear operational area that extends 10 feet immediately in front of all transformer, switching cabinet and other equipment openings, and 3) a 6 feet by 6 feet hot-stick operating area off the front left corner of all transformers. No obstructions, trees, shrubs, large landscape rocks, fences, fixtures, or permanent structures shall be placed by Grantor within said clear areas; nor shall Grantor install landscape irrigation or sprinkler systems within said clear areas. Landscape irrigation or sprinkler systems installed adjacent to the clear areas shall be installed and maintained so that the transformers, switching cabinets or any other equipment do not get wet by spray or irrigation.

By accepting and utilizing this easement, Grantee agrees that following any installation, excavation, maintenance, repair, or other work by Grantee within the Easement Premises, the affected area will be restored by Grantee to as close to original condition as is reasonably practicable, at the expense of Grantee; and that Grantee shall indemnify Grantor, to the extent required by law, for any loss, cost or damage incurred by Grantor as a result of any negligent installation, excavation, maintenance, repair or other work performed by Grantee within the Easement Premises.

Grantee shall exercise reasonable care to avoid damage to the Easement Premises and all improvements thereon and agrees that following any installation, excavation, maintenance, repair, or other work by Grantee within the Easement Premises, the affected area, including without limitation, all pavement, landscaping, cement, and other improvements permitted within the Easement Premises pursuant to this easement will be restored by Grantee to as close to original condition as is reasonably possible, at the expense of Grantee.

Grantor reserves the right to require the relocation of Grantee Facilities to a new location within Grantor's Property; provided however, that: (1) Grantor pays the entire cost of redesigning and relocating Grantee Facilities; and (2) Grantor provides Grantee with a new easement in a form and location acceptable to Grantee and at no cost to Grantee. Upon the acceptance by Grantee of a new easement and after the relocation of Grantee Facilities to the new easement area, Grantee shall abandon its rights to use the Easement Premises granted in this easement. The easement granted herein shall not be deemed abandoned except upon Grantee's execution and recording of a formal instrument abandoning the easement.

If any of Grantee's electric facilities in this easement are not being used or are determined not to be useful, Grantor may request that the facilities that are no longer needed be removed and that portion of the easement be abandoned. Grantee will execute and record a formal instrument abandoning the easement, or a portion thereof. Any facilities that are determined to still be needed for Grantee's electrical system can be relocated pursuant to the above relocation requirements.

Grantee shall not have the right to transfer, convey or assign its interests in this easement to any individual, corporation, or other entity (other than to an affiliated entity of Grantee or an entity that acquires from Grantee substantially all of Grantee's electric distribution facilities within the area of Grantor's Property) without the prior written consent of Grantor, which consent shall not be unreasonably withheld. Grantee shall notify Grantor of the transfer, conveyance or assignment of any rights granted herein.

The covenants and provisions herein set forth shall extend and inure in favor and to the benefit of, and shall be binding on the heirs, administrators, executors, successors in ownership and estate, assigns and lessees of Grantor and Grantee.

[THE REST OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]

IN WITNESS WHEREOF, **THE CITY OF BUCKEYE**, a municipal corporation of the State of Arizona, has caused this Utility Easement to be executed by its duly authorized representative, this __ day of_____, 2026.

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

CITY OF CITY OF BUCKEYE, a
a municipal corporation of the State of Arizona

By:
_____
Doug Sandstrom, City Manager

ATTEST:

_____
Lucinda Aja, City Clerk

STATE OF _____ }
} ss.
County of _____ }

This instrument was acknowledged before me this ___ day of _____, 2026 by

_____ of _____, on behalf of

_____.

IN WITNESS WHEREOF I hereunto set my hand and official seal.

Notary Seal

_____
Notary Public

EXHIBIT “A”

(LEGAL DESCRIPTION OF GRANTOR’S PROPERTY)
AS RECORDED IN INSTRUMENT NUMBER 20100225166 M.C.R.

A PARCEL OF LAND SITUATE IN A PORTION OF THE SOUTH HALF OF SECTION 6, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6, MONUMENTED BY A STONE, FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 6, MONUMENTED BY A STONE, BEARS AS A BASIS OF BEARINGS NORTH 00°26'05" EAST, A DISTANCE OF 2644.89 FEET;

THENCE NORTH 00°26'05" EAST ALONG THE WESTERLY LINE OF THE SOUTH HALF OF SAID SECTION 6, A DISTANCE OF 76.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 76.00 FEET NORTHERLY OF THE SOUTHERLY LINE OF THE SOUTH HALF OF SAID SECTION 6;

THENCE SOUTH 89°28'21" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 150.00 FEET TO THE TRUE POINT OF BEGINNING AND TO A POINT ON A LINE PARALLEL WITH AND 150.00 FEET EASTERLY OF THE WESTERLY LINE OF THE SOUTH HALF OF SAID SECTION 6;

THENCE NORTH 00°26'05" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 200.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 276.00 FEET NORTHERLY OF THE SOUTHERLY LINE OF THE SOUTH HALF OF SAID SECTION 6;

THENCE SOUTH 89°28'21" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 200.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 350.00 FEET EASTERLY OF THE WESTERLY LINE OF THE SOUTH HALF OF SAID SECTION 6;

THENCE SOUTH 00°26'05" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 200.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 76.00 FEET NORTHERLY OF THE SOUTHERLY LINE OF THE SOUTH HALF OF SAID SECTION 6;

THENCE NORTH 89°28'21" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 200.00 FEET TO THE TRUE POINT OF BEGINNING.

EXHIBIT "B"

LEGAL DESCRIPTION
UTILITY EASEMENT FOR
CITY OF BUCKEYE

That part of the Southwest Quarter of Section 6, Township 1 North, Range 2 West of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

BEGINNING at the Southwest Corner of the Well Site No. 3 "Exception", as shown on the Minor Subdivision for Landing Points, recorded in Book 1907, Page 6, Maricopa County Records, Arizona;

Thence North 00 degrees 26 minutes 05 seconds East, along the West line of said Well Site, a distance of 4.26 feet;

Thence departing said West line, South 89 degrees 26 minutes 25 seconds East, a distance of 10.32 feet;

Thence North 00 degrees 33 minutes 35 seconds East, a distance of 8.63 feet;

Thence South 89 degrees 26 minutes 25 seconds East, a distance of 4.00 feet;

Thence North 00 degrees 33 minutes 35 seconds East, a distance of 8.25 feet;

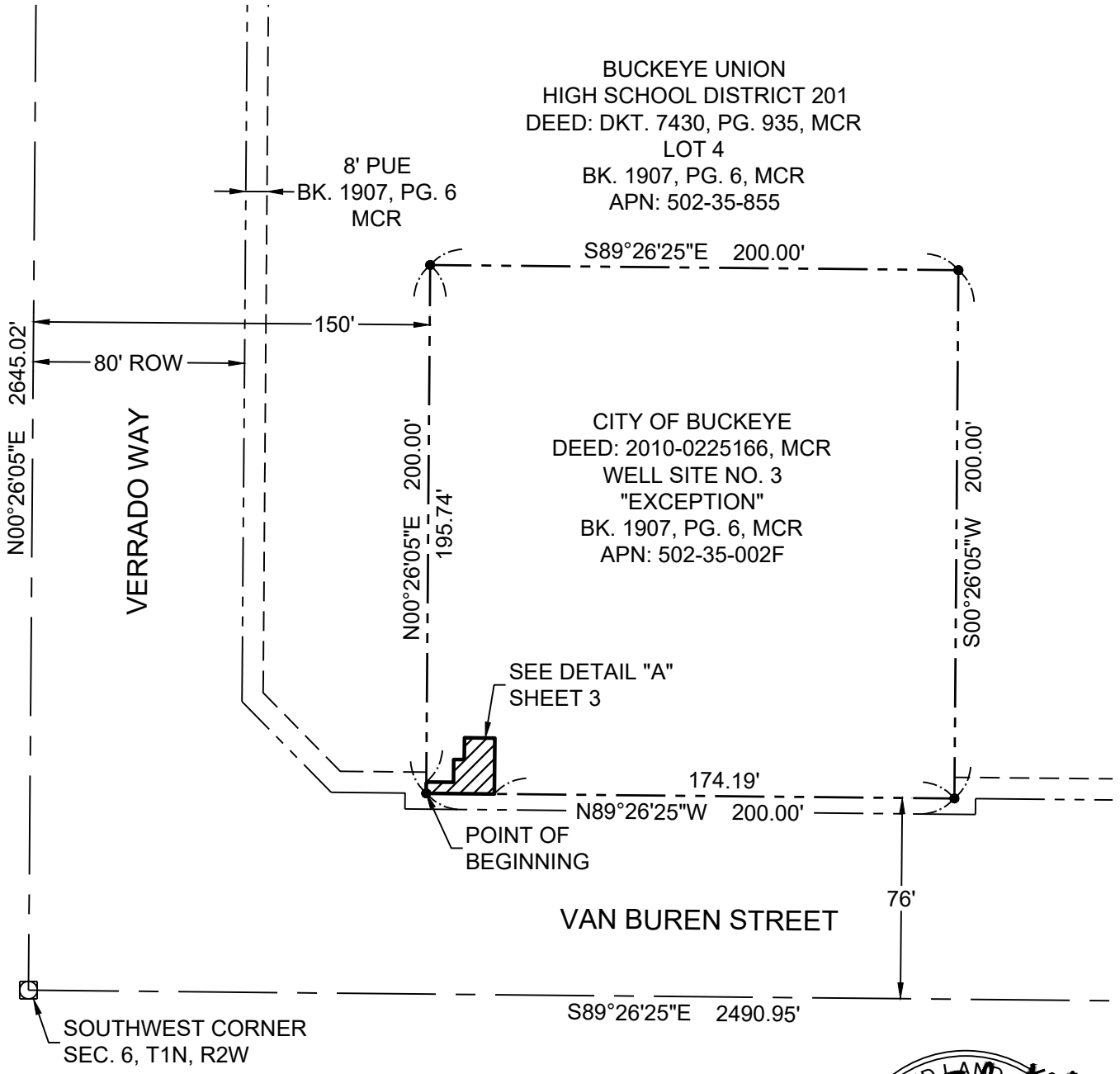
Thence South 89 degrees 26 minutes 25 seconds East, a distance of 11.50 feet;

Thence South 00 degrees 33 minutes 35 seconds West, a distance of 21.14 feet to the South line of said Well Site;

Thence North 89 degrees 26 minutes 25 seconds West, along said South line, a distance of 25.81 feet to the POINT OF BEGINNING.

Said Easement Contains 339 Square Feet or 0.008 Acres, more or less.

SHEET 1 OF 3



REFERENCE DOCUMENTS

ALTA/NSPS LAND TITLE SURVEY PER BOOK 1864, PAGE 16, MCR

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
60370
A.L. SLATER
03/30/26
Date Signed
ARIZONA U.S.A.

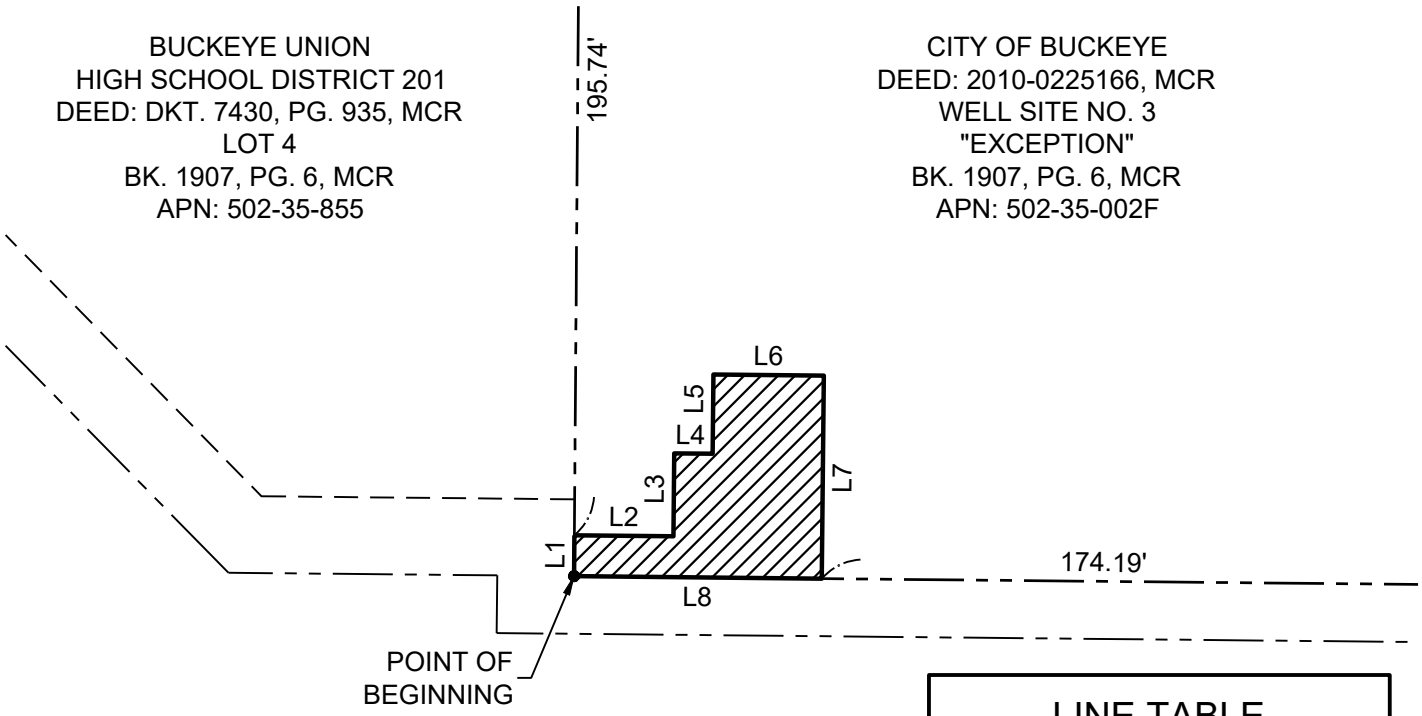
LEGEND

	EASEMENT AREA
	MONUMENT LINE
	PROPERTY LINE
	PUE LINE
	TIE LINE
•	PROPERTY CORNER
	MONUMENT
MCR	MARICOPA COUNTY RECORDS
APN	ASSESSORS PARCEL NUMBER
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY

NORTH

aps	EXHIBIT "B"	
JOB # WA882024	DATE: 03/30/2026	V2
SW 1/4 SEC 06 T01N R02W		
SCALE: 1" = 60'	INDEX: BC-26-08	
R/W: T. HATFIELD		
SURVEY: O. FLORES		
DRAWN BY: T. SLATER	SHEET 2 OF 3	

DETAIL "A"



VAN BUREN STREET

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°26'05"E	4.26'
L2	S89°26'25"E	10.32'
L3	N00°33'35"E	8.63'
L4	S89°26'25"E	4.00'
L5	N00°33'35"E	8.25'
L6	S89°26'25"E	11.50'
L7	S00°33'35"W	21.14'
L8	N89°26'25"W	25.81'

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
60370
A.L. SLATER
03/30/26
Date Signed
ARIZONA U.S.A.

NORTH

aps	EXHIBIT "B"	
JOB # WA882024	DATE: 03/30/2026	V2
SW 1/4 SEC 06 T01N R02W		
SCALE: 1" = 20'	INDEX: BC-26-08	
R/W: T. HATFIELD		
SURVEY: O. FLORES		
DRAWN BY: T. SLATER	SHEET 3 OF 3	

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 4.S. WR - CCPA Change Order #1 Precision Integrated Systems, LLC
DATE PREPARED: 05/04/26	**DISTRICT NO.:**
STAFF LIAISON: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102	
DEPARTMENT: Water Resources	**AGENDA ITEM TYPE:** Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Change Order (CO) No. 1 to the Cooperative Contract Purchase Addendum (CCPA No. 2023106) between the City of Buckeye, an Arizona municipal corporation, and Precision Integrated Systems, LLC, an Arizona limited liability company; and authorize the City Manager to execute and deliver said Change Order on behalf of the City of Buckeye.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:

Water Resources is seeking approval of CO #1 to the CCPA with Precision Integrated Systems, LLC, which will enable the purchase of essential equipment including metering pumps, skid pump packages, analyzers, controllers, polymer feed systems, process control equipment, polyethylene tanks, mixers, and related accessories for use at wastewater facilities, water treatment facilities, and well sites.

This cooperative contract purchasing addendum was entered in with an NTE of $250,000 by utilizing the City of Mesa (COM) Agreement #2019084 with Precision Integrated Systems, LLC. COM extended its contract through August 26, 2026. Accordingly, COB Change Order #1 will extend our CCPA to the same date and raise the not to exceed (NTE) to $400,000, representing an increase of $150,000. The original NTE of $250,000 was fully expended during the original contract term. The additional $150,000 will be allocated in fiscal years 2026 and 2027, with $100,000 budgeted for FY26 and $50,000 for FY27.

BENEFITS:
Securing reliable procurement pathways for equipment necessary to operate critical Water Resources infrastructure and assets.

FUTURE ACTION:
None.

FINANCIAL IMPACT STATEMENT:
Total contract amount is $150,000 to be expended as follows:

- $100,000 in FY26 - this amount is in the adopted FY26 budget
- $50,000 in FY27 - this amount is part of the requested FY27 budget

CURRENT FISCAL YEAR TOTAL COST:

$100,000 - included in the approved FY26 budget.

BUDGETED:
Yes

FISCAL YEAR:
FY2026

FUND/DEPARTMENT:
40013231-542030, FY26 $100,000; 40013231-542030, FY27 $50,000

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
Contract Amendment Expires 08.26.2026.pdf
City of Mesa Precision Integrated Contract.pdf
Contract No. 2023106 CO #1.pdf

mesa·az

CONTRACT AMENDMENT

Contract Title: Water and Wastewater Disinfection Equipment, Parts and Services
Contract Number: 2019084
Contractor: Precision Integrated Systems
Amendment Number: 2 of 1

Description of Change:

1. Section 1, Term of the Agreement is hereby amended to renew the Agreement for a one (1) year period, August 27, 2025, through August 26, 2026.

2. All other terms and conditions of the above referenced Agreement shall remain unchanged and in full force and effect.

Effective Date of Change: August 27, 2025

Acceptance: On behalf of the undersigned Contractor, I have given careful consideration to this Contract Amendment and hereby agree to the change(s) and except that as amended herein, all provisions of the Contract remain in full force and effect.

Precision Integrated Systems:

Robert McCarthy
Signature

Robert McCarthy
Printed Name

09/10/2025
Date

City of Mesa::

Edward Quedens
Signature

Edward Quedens
City Manager Designee

9/29/25
Date

Reviewed by:

Ted Stallings
Ted Stallings
Procurement Officer II

Rev. July 2017

AGREEMENT PURSUANT TO SOLICITATION

CITY OF MESA AGREEMENT NUMBER 2019084
WATER AND WASTEWATER DISINFECTION EQUIPMENT, PARTS AND SERVICES

CITY OF MESA, Arizona ("City")

Department Name	City of Mesa – Purchasing Division
Mailing Address	P.O. Box 1466
	Mesa, AZ 85211-1466
Delivery Address	20 East Main St, Suite 400
	Mesa, AZ 85201
Attention	Ted Stallings
E-Mail	Ted.Stallings@MesaAZ.gov
Telephone	(480) 644-2815
Facsimile	(480) 644-2655

With a copy to: City of Mesa – Water Resources
Attn: Kelly Martin, Fiscal Analyst
P.O. Box 1466
Mesa, AZ 85211-1466
Kelly.Martin@MesaAZ.gov

AND

PRECISION INTEGRATED SYSTEMS ("Contractor")

Mailing Address	1180 W. Wickenburg Way
	Wickenburg, AZ 85390
Remit to Address	PO 147
	Wickenburg, AZ 85358
Attention	Mike McCarthy
E-Mail	mike@chemfeed.net
Telephone	602-418-6387

CITY OF MESA AGREEMENT PURSUANT TO SOLICITATION

This Agreement pursuant to solicitation ("Agreement") is entered into this 26th day of August 2019, by and between the City of Mesa, Arizona, an Arizona municipal corporation ("City"), and Precision Integrated Systems, an AZ company ("Contractor"). The City and Contractor are each a "Party" to the Agreement or together are "Parties" to the Agreement.

RECITALS

A. The City issued solicitation number **2019084** ("Solicitation") for **Water and Wastewater Disinfection Equipment, Parts and Services,** to which Contractor provided a response ("Response"); and

B. The City Selected Contractor's Response as being in the best interest of the City and wishes to engage Contractor in providing the services/materials described in the Solicitation and Response.

In consideration of the reciprocal promises contained in the Agreement, and for other valuable and good consideration, which the Parties acknowledge the receipt and sufficiency of, the Parties agree to the following Terms & Conditions.

TERMS & CONDITIONS

1. **Term.** This Agreement is for a term beginning on **8/27/19** and ending on **8/26/24**. The use of the word "Term" in the Agreement includes the aforementioned period as well as any applicable extensions or renewals in accordance with this Section 1.

   1.1 **Renewals.** On the mutual written agreement of the Parties, the Term may be renewed up to a maximum of two (2) years. Any renewal(s) will be a continuation of the same terms and conditions as in effect immediately prior to the expiration of the then-current term.

   1.2 **Extension for Procurement Processes.** Upon the expiration of the Term of this Agreement, including any renewals permitted herein, at the City's sole discretion this Agreement may be extended on a month-to-month basis for a maximum of six (6) months to allow for the City's procurement processes in the selection of a vendor to provide the services/materials provided under this Agreement. The City will notify the Contractor in writing of its intent to extend the Agreement at least thirty (30) calendar days prior to the expiration of the Term. Any extension under this Subsection 1.2 will be a continuation of the same terms and conditions as in effect immediately prior to the expiration of the then-current term.

2. **Scope of Work.** The Contractor will provide the necessary staff, services and associated resources to provide the City with the services, materials, and obligations attached to this Agreement as **Exhibit A** ("Scope of Work") Contractor will be responsible for all costs and expenses incurred by Contractor that are incident to the performance of the Scope of Work unless otherwise stated in **Exhibit A**. Contractor will supply all equipment and instrumentalities necessary to perform the Scope of Work. If set forth in **Exhibit A**, the City will provide Contractor's personnel with adequate workspace and such other related facilities as may be required by Contractor to carry out the Scope of Work.

   The Agreement is based on the Solicitation and Response which are hereby incorporated by reference into the Agreement as if written out and included herein. In addition to the requirements specifically set forth in the Scope of Work, the Parties acknowledge and agree that the Contractor shall perform in accordance with all terms, conditions, specifications and other requirements set forth within the Solicitation and Response unless modified herein.

3. **Orders.** Orders be placed with the Contractor by either a: (i) Purchase Order when for a one-time purchase; (ii) Notice to Proceed, or (iii) Delivery Order off of a Master Agreement for Requirement Contract where multiple as-needed orders will be placed with the Contractor. The City may use the Internet to communicate with Contractor and to place orders as permitted under this Agreement

4. **Document Order of Precedence.** In the event of any inconsistency between the terms of the body of the Agreement, the Exhibits, the Solicitation, and Response, the language of the documents will control in the following order.

   a. Agreement
   b. Exhibits
      1. Mesa Standard Terms & Conditions
      2. Scope of Work
   c. Contractor Response

5. **Payment.**

   5.1 **General.** Subject to the provisions of the Agreement, the City will pay Contractor the sum(s) described in **Exhibit B** ("Pricing") in consideration of Contractor's performance of the Scope of Work during the Term.

   5.2 **Prices.** All pricing shall be firm for the Term and all extensions or renewals of the Term except where otherwise provided in this Agreement, and include all costs of the Contractor providing the materials/service including transportation, insurance and warranty costs. No fuel surcharges will be accepted unless allowed in this Agreement. The City shall not be invoiced at prices higher than those stated in the Agreement.

   The Contractor further agrees that any reductions in the price of the materials or services covered by this Agreement will apply to the undelivered balance. The Contractor shall promptly notify the City of such price reductions.

   No price modifications will be accepted without proper request by the Contractor and response by the City's Purchasing Division.

   5.3 **Price Adjustment.** Any requests for reasonable price adjustments must be submitted in accordance with this Section 5.3. Requests for adjustment in cost of labor and/or materials must be supported by appropriate documentation. There is no guarantee the City will accept a price adjustment therefore Contractor should be prepared for the Pricing to be firm over the Term of the Agreement. The City is only willing to entertain price adjustments based on an increase to Contractor's actual expenses or other reasonable adjustment in providing the services/materials under the Agreement. If the City agrees to the adjusted price terms, the City shall issue written approval of the change.

   During the sixty (60) day period prior to expiration date of the Agreement, the Contractor may submit a written request to the City to allow an increase to the prices in an amount not to exceed the twelve (12) month change in the ***Consumer Price Index for All Urban Consumers*** (CPI-U), US City Average, All Items, Not Seasonally Adjusted as published by the U.S. Department of Labor, Bureau of Labor Statistics (http://www.bls.gov/cpi/home.htm). The City shall review the request for adjustment and respond in writing; such response and approval shall not be unreasonably withheld.

   5.4 **Renewal and Extension Pricing.** Any extension of the Agreement will be at the same pricing as the initial Term. If the Agreement is renewed in accordance with Section 1, pricing may be adjusted for amounts other than inflation that represent actual costs to the Contractor based on the mutual agreement of the parties. The Contractor may submit a request for a price adjustment along with appropriate supporting documentation

demonstrating the cost to the Contractor. Renewal prices shall be firm for the term of the renewal period and may be adjusted thereafter as outlined in the previous section. There is no guarantee the City will accept a price adjustment.

5.5 **Invoices.** Payment will be made to Contractor following the City's receipt of a properly completed invoice. No terms set forth in any invoice, purchase order or similar document issued by Contractor will be deemed accepted by the City; the terms of the contractual relationship between the Parties are as set forth in this Agreement. Any issues regarding billing or invoicing must be directed to the City Department/Division requesting the service or material from the Contractor. A properly completed invoice should contain, at a minimum, all of the following:

a. Contractor name, address, and contact information;
b. City billing information;
c. City contract number as listed on the first page of the Agreement;
d. Invoice number and date;
e. Payment terms;
f. Date of service or delivery;
g. Description of materials or services provided;
h. If materials provided, the quantity delivered and pricing of each unit;
i. Applicable Taxes
j. Total amount due.

5.6 **Payment of Funds.** Contractor acknowledges the City may, at its option and where available use a Procurement Card/e-Payables to make payment for orders under the Agreement. Otherwise; payment will be through a traditional method of a check or Electronic Funds Transfer (EFT) as available.

5.7 **Disallowed Costs, Overpayment.** If at any time the City determines that a cost for which payment was made to Contractor is a disallowed cost, such as an overpayment or a charge for materials/service not in accordance with the Agreement, the City will notify Contractor in writing of the disallowance; such notice will state the means of correction which may be, but is not limited to, adjustment of any future claim/invoice submitted by Contractor in the amount of the disallowance, or to require repayment of the disallowed amount by Contractor. Contractor will be provided with the opportunity to respond to the notice.

6. **Insurance.**

6.1 Contractor must obtain and maintain at its expense throughout the term of Contractor's agreement, at a minimum, the types and amounts of insurance set forth in this Section 6 from insurance companies authorized to do business in the State of Arizona; the insurance must cover the materials/service to be provided by Contractor under the Agreement. For any insurance required under the Agreement, Contractor will name the City of Mesa, its agents, representatives, officials, volunteers, officers, elected officials, and employees as additional insured, as evidenced by providing either an additional insured endorsement or proper insurance policy excerpts.

6.2 Nothing in this Section 6 limits Contractor's responsibility to the City. The insurance requirements herein are minimum requirements for the Agreement and in no way limit any indemnity promise(s) contained in the Agreement.

6.3 The City does not warrant the minimum limits contained herein are sufficient to protect Contractor and subcontractor(s) from liabilities that might arise out of performance under the Agreement by Contractor, its agents, representatives, employees, or subcontractor(s). Contractor is encouraged to purchase additional insurance as Contractor determines may be necessary.

6.4 Each insurance policy required under the Agreement must be in effect at or prior to the execution of the Agreement and remain in effect for the term of the Agreement.

6.5 Prior to the execution of the Agreement, Contractor will provide the City with a Certificate of Insurance (using an appropriate "ACORD" or equivalent certificate) signed by the issuer with applicable endorsements. The City reserves the right to request additional copies of any or all of the policies, endorsements, or notices relating thereto required under the Agreement.

6.6 When the City requires a Certificate of Insurance to be furnished, Contractor's insurance is primary of all other sources available. When the City is a certificate holder and/or an additional insured, Contractor agrees no policy will expire, be canceled, or be materially changed to affect the coverage available without advance written notice to the City.

6.7 The policies required by the Agreement must contain a waiver of transfer rights of recovery (waiver of subrogation) against the City, its agents, representatives, officials, volunteers, officers, elected officials, and employees for any claims arising out of the work of Contractor.

6.8 All insurance certificates and applicable endorsements are subject to review and approval by the City's Risk Management Division.

1. **TYPES AND AMOUNTS OF INSURANCE**: Insurance requirements are detailed in the Agreement document. Contractor must obtain and retain throughout the term of the Agreement, at a minimum, the following:

   a. Worker's compensation insurance in accordance with the provisions of Arizona law. If Contractor operates with no employees, Contractor must provide the City with written proof Contractor has no employees. If employees are hired during the course of this Agreement, Contractor must procure worker's compensations in accordance with Arizona law.

   b. The Contractor shall maintain at all times during the term of this contract, a minimum amount of $1 million per occurrence/$2 million aggregate Commercial General Liability insurance, including Contractual Liability. For General Liability insurance, the City of Mesa, their agents, officials, volunteers, officers, elected officials or employees shall be named as additional insured, as evidenced by providing an additional insured endorsement.

   c. Automobile liability, bodily injury and property damage with a limit of $1 million per occurrence including owned, hired and non-owned autos.

Prior to the execution of the Contract, the Contractor shall provide the City with a Certificate of Insurance (using appropriate ACORD certificate) SIGNED by the Issuer, applicable endorsements, and the City reserves the right to request additional copies of any or all of the above policies, endorsements, or notices relating thereto.

When the City requires a Certificate of Insurance to be furnished, the Contractor's insurance shall be primary of all other sources available. When the City is a certificate holder, the Contractor agrees that no policy shall expire, be canceled or materially changed to affect the coverage available without advance written notice to the City.

"Waiver of Subrogation". The policies required by this agreement (or contract) shall contain a waiver of transfer rights of recovery (subrogation) against City, its agents, representatives, directors, elected officials, officers, employees, and volunteers for any claims arising out of the work of Contractor."

All insurance certificates and applicable endorsements are subject to review and approval by the City's Risk Manager.

7. **Requirements Contract.** Contractor acknowledges and agrees the Agreement is a requirements contract; the Agreement does not guarantee any purchases will be made (minimum or maximum). Orders will only be placed when the City identifies a need and issues a purchase order or a written notice to proceed. The City reserves the right to cancel purchase orders or a notice to proceed within a reasonable period of time of issuance; any such cancellation will be in writing. Should a purchase order or notice to proceed be canceled, the City agrees to reimburse Contractor for any actual and documented costs incurred by Contractor. The City will not reimburse Contractor for any avoidable costs incurred after receipt of cancellation including, but not limited to, lost profits, shipment of product, or performance of services.

8. **Notices.** All notices to be given pursuant to the Agreement will be delivered to the Contractor as listed on Page 1 of this Agreement. Notice will be delivered pursuant to the requirements set forth the Mesa Standard Terms and Conditions that is attached to the Agreement as **Exhibit C**.

9. **Representations of Contractor.** To the best of Contractor's knowledge, Contractor agrees that:

   a. Contractor has no obligations, legal or otherwise, inconsistent with the terms of the Agreement or with Contractor's undertaking of the relationship with the City;

   b. Performance of the services called for by the Agreement do not and will not violate any applicable law, rule, regulation, or any proprietary or other right of any third party;

   c. Contractor will not use in the performance of Contractor's responsibilities under the Agreement any proprietary information or trade secret of a former employer of its employees (other than City, if applicable); and

   d. Contractor has not entered into and will not enter into any agreement, whether oral or written, in conflict with the Agreement.

10. **Mesa Standard Terms and Conditions. Exhibit C** to the Agreement is the Mesa Standard Terms and Conditions as modified by the Parties, which are incorporated by reference into the Agreement as though fully set forth herein. In the event of any inconsistency between the terms of the Agreement and the Mesa Standard Terms and Conditions, the language of the Agreement will control. The Parties or a Party are referred to as a "party" or "parties" in the Mesa Standard Terms and Conditions. The Term is referred to as the "term" in the Mesa Standard Terms and Conditions.

11. **Counterparts and Facsimile or Electronic Signatures.** This Agreement may be executed in two (2) or more counterparts, each of which will be deemed an original and all of which, taken together, will constitute one agreement. A facsimile or other electronically delivered signature to the Agreement will be deemed an original and binding upon the Party against whom enforcement is sought.

12. **Incorporation of Recitals and Exhibits.** All Recitals and Exhibits to the Agreement are hereby incorporated by reference into the Agreement as if written out and included herein. In the event of any inconsistency between the terms of the body of the Agreement and the Exhibits, the language of the Agreement will control.

    Exhibits to this Agreement are the following:
    - (A) Scope of Work
    - (B) Pricing
    - (C) Mesa Standard Terms and Conditions

13. **Attorneys' Fees.** The prevailing Party in any litigation arising out of the Agreement will be entitled to the recovery of its reasonable attorney's fees, court costs, and other litigation related costs and fees from the other Party.

14. **Additional Acts.** The Parties agree to execute promptly such other documents and to perform such other acts as may be reasonably necessary to carry out the purpose and intent of the Agreement.

15. **Headings.** The headings of the Agreement are for reference only and will not limit or define the meaning of any provision of the Agreement.

By executing below, each Party acknowledges that it understands, approves, and accepts all of the terms of the Agreement and the attached exhibits.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

CITY OF MESA, ARIZONA

By: _____

Digitally signed by Edward Quedens
DN: cn=Edward Quedens, o=City of Mesa, ou=Business Services Department, email=ed.quedens@mesaaz.gov, c=US
Date: 2019.09.26 10:01:40 -07'00'
Adobe Acrobat Reader version: 2019.012.20040

Printed Name

Title

Date

PRECISION INTEGRATED SYSTEMS

By: _____

MICHAEL MCCARTHY
Printed Name

V-P SALES
Title

9/24/2019
Date

REVIEWED BY:

By: Ted Stallings
Ted Stallings, CPPB
Procurement Officer

EXHIBIT A
SCOPE OF WORK

1. **SCOPE OF WORK:** To supply disinfection equipment and parts, analyzers and "as needed" disinfection services for the Water Resources and Parks Departments. This is not an "all or nothing" proposal as no single vendor can supply everything required. No brand substitutions will be accepted on items marked as OEM only. This Request for Proposal shall be awarded by individual section and brand category and may be awarded to more than one (1) vendor per section/category.

    a. The supply portion of this RFP will result in contracts being issued to those Proposers who can supply the City with a full line of the brand of products listed in a brand category. Vendors need only bid on individual brand categories that they can supply.
        i. There is a separate section below for the brand categories for factory authorized repair services. These sections will be awarded separate from the brand category. Proposers on the supplies do not need to bid on the repair services, however, bidders on the repair services should bid on the % discount off list price for parts that might be needed for repairs.
    b. The disinfection services portion of this RFP will result in the creation of a list of qualified contractors, and jobs will be bid upon as they arise. This list will be good for a period of five years, with an option to renew for up to two (2) more years. The City intends to award multiple contracts for the services. Additional qualified contractors may be awarded contacts at a later time.
        i. Specific disinfection job quotes will be submitted on a job by job basis.
        ii. Jobs will be awarded based on availability, performance and price.

2. **DISINFECTION EQUIPMENT AND PARTS:**
    a. **Equipment and Parts are listed by manufacturer.** Only a sampling of items in each brand category are listed on the pricing pages to establish pricing parameters and associated discounts.
    b. All equipment and parts will be purchased on a percentage discount off of list price. This will allow the City to purchase a full range of products in that brand category.
    c. **Equipment Repair Services** are listed below some brand category. This is for factory authorized service of this brand of equipment. The City may or may not utilize these services and it is not mandatory that vendors provide these services to bid on the brand category. The City reserves the right to award these services separately or not at all.
        i. Factory authorized repair services may include but are not be limited to equipment maintenance, repairs, troubleshooting, programming, training.
        ii. A letter from the manufacturer should be submitted with the proposal stating that vendor is an authorized service provider for the stated equipment.
        iii. Service Call Response Times:
            1. It is expected that the contractor shall acknowledge routine service call requests within twenty-four (24) hours. Normal City working hours are Monday thru Friday, 7:00am to 3:00pm. Acknowledgement should include a schedule as to when the contractor can be on-site to repair the equipment.
            2. It is expected that that the contractor shall acknowledge Emergency Service call requests within four (4) hours and it is expected that the Contractor shall be on-site (City of Mesa Water facilities) within twenty-four hours of call back to the City for Emergency Service Calls. All reasonable attempts should be made to return equipment to service the same day the emergency service call is performed.
                a. If emergency work needs to be performed during evenings, weekends or City holidays, City employees will be made available at the work site to provide Contractor access to facilities.

3. **ANALYZERS AND TEST EQUIPMENT:**
   a. **Analyzers and test equipment are listed by manufacturer.** Only a sampling of items in each brand category are listed on the pricing pages to establish pricing references.
   b. All equipment and parts will be purchased on a percentage discount off of list price. This will allow the City to purchase a full range of products in that brand category.
   c. Equipment Repair Services are listed below some brand category. This is for factory authorized service of this brand of equipment. The City may or may not utilize these services and it is not mandatory that vendors provide these services to bid on the brand category. The City reserves the right to award these services separately or not at all.
      i. Factory authorized repair services may include but not be limited to equipment maintenance, repairs, troubleshooting, programming, training.
      ii. A letter from the manufacturer must be submitted with the proposal stating that vendor is an authorized service provider for stated equipment.

4. **DISINFECTION SERVICES:**
   a. Disinfection Services shall be completed in accordance with the following Reference Standards:
      i. Groundwater Well Disinfection shall conform to the following:
         1. AWWA A100, Water Wells (current version).
         2. AWWA C654, Disinfection of Wells (current version).
      ii. Water Storage Tank or Reservoir Disinfection shall conform to the following:
         1. AWWA C652, Disinfection of Water-Storage Facilities (current version).
      iii. Water Main Disinfection shall conform to the following:
         1. AWWA C651, Disinfecting Water Mains (current version).
         2. Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Section 611.3 – Disinfecting Water Mains (current version). This document is attached to this RFP. – Attachment D
         3. City of Mesa Amendments to MAG Standard Specifications (current version). This document is attached to this RFP. – Attachment E
   b. Disinfection Methods:
      i. Spray Disinfection:
         1. Contractor shall provide all equipment, chlorine solution, and labor to disinfect pipes, tanks, reservoirs or other surfaces.
         2. City of Mesa shall provide the potable water and backflow device for filling and flushing all existing pipes and tanks. For any new construction pipes, the general contractor installing the pipe shall furnish the water for filling and flushing.
         3. The contractor shall schedule and coordinate with the City Water Quality Division to pull Bac-T samples and provide samples to the City Compliance lab for testing at no charge to the vendor. The Contractor shall also note that the City Mesa of Water Resources Department conducts water main sampling for bacteria tests from 8:00 a.m. to 3:00 p.m., Monday through Thursday, except holidays, and requires a minimum of two (2) business days' notice prior to said sampling.
         4. The Contractor shall schedule the required bacteria testing within this time frame. There shall be no additional payment or allotment of time to Contractor for failure to coordinate the sampling in accordance with the City's availability (as noted herein) to perform the sampling.
         5. Third party labs may be used if samples need to be pulled on weekends or holidays and will be paid for by the vendor. (see City of Mesa's Addendum to the MAG specifications section attached for requirements)

ii. Continuous Feed:
   1. When using the continuous feed method, which introduces a solution of system water and concentrated chlorine, be sure to adhere to these standards:
      a. The feed must be proportional to the rate of flow into the pipe, so that a consistent 25 mg/l is maintained.
      b. The application must continue until the entire pipeline is filled with the solution, which must remain for a period of twenty-four (24) hours.
      c. At the end of this period, the free chlorine residual must be 10mg/L.
   2. This method requires an active water source feed. The City of Mesa shall provide the potable water and backflow device for filling and flushing all existing pipes and tanks. For any new construction pipes, the general contractor installing the pipe shall furnish the water for filling and flushing.
   3. The City of Mesa shall provide the prep work to the pipe, water source, backflow and meter device.
   4. The disinfection contractor shall provide the chlorine pump, chlorine solution, tubing, injector and any other materials needed to perform this work. The City will coordinate with the disinfection vendor any other materials that may be needed beyond the normal on a job by job basis.
   5. During flushing, the disinfection contractor would be responsible to provide the necessary equipment and material to dechlorinate the water as it is discharged when necessary.
   6. The contractor shall schedule and coordinate with the City Water Quality Division to pull Bac-T samples and provide samples to the City Compliance lab for testing at no charge to the vendor. The Contractor shall also note that the City Mesa of Water Resources Department conducts water main sampling for bacteria tests from 8:00 a.m. to 3:00 p.m., Monday through Thursday, except holidays, and requires a minimum of two (2) business days' notice prior to said sampling.
   7. The Contractor shall schedule the required bacteria testing within this time frame. There shall be no additional payment or allotment of time to Contractor for failure to coordinate the sampling in accordance with the City's availability (as noted herein) to perform the sampling.
   8. Third party labs may be used if samples need to be pulled on weekends or holidays and will be paid for by the vendor. (see City of Mesa's Addendum to the MAG specifications section attached for requirements)

iii. Slug Method:
   1. A large amount of chlorine is injected all at once into the pipeline and then a water feed is used to push this "slug" through the pipeline and flushed out until chlorine drops to acceptable levels.
   2. This method is normally used for small diameter pipe disinfection only.
   3. This method requires an active water source. The City of Mesa shall provide the potable water and backflow device for filling and flushing all existing pipes and tanks. For any new construction pipes, the general contractor installing the pipe shall furnish the water for filling and flushing.
   4. The City of Mesa shall provide the prep work to the pipe, water source, backflow and meter device.
   5. The disinfection contractor shall provide the disinfection chemicals and materials needed to perform this work. The City will coordinate with the disinfection vendor any other materials that may be needed beyond the normal on a job by job basis.

6. During flushing, the disinfection contractor would be responsible to provide the necessary equipment and material to dechlorinate the water as it is discharged when necessary.
7. The contractor shall schedule and coordinate with the City Water Quality Division to pull Bac-T samples and provide samples to the City Compliance lab for testing at no charge to the vendor. The Contractor shall also note that the City Mesa of Water Resources Department conducts water main sampling for bacteria tests from 8:00 a.m. to 3:00 p.m., Monday through Thursday, except holidays, and requires a minimum of two (2) business days' notice prior to said sampling.
8. The Contractor shall schedule the required bacteria testing within this time frame. There shall be no additional payment or allotment of time to Contractor for failure to coordinate the sampling in accordance with the City's availability (as noted herein) to perform the sampling.
9. Third party labs may be used if samples need to be pulled on weekends or holidays and will be paid for by the vendor. (see City of Mesa's Addendum to the MAG specifications section attached for requirements)

c. Disposal

i. Any water/chlorine used during flushing may need to be dechlorinated to bring chlorine residuals to an acceptable level. This is the responsibility of the disinfection company. The discharge piping will be installed by the City of Mesa.

ii. The disinfection company will provide the dichlorination chemicals and testing to ensure chlorine is zero when it is discharged into storm drain, retention basin, etc.

d. Reports

i. The disinfection contractor shall provide the City of Mesa with a report when invoicing which includes the amounts and strengths of chemicals used, filling time, flushing times, etc.

ii. Passed Bac-T tests shall be included with this report.

e. Hazardous Materials

i. Disinfection chemicals, whether gaseous or solution can be hazardous and must meet EPA requirements.

ii. Water must be dechlorinated to acceptable level prior to discharging into the environment.

iii. In compliance with OSHA Hazard Communication Standard, 29 CFR 1910.1200, contractor will provide material safety data sheets (MSDS) for all chemicals that are used as part of any resulting contract. If there is a change or substitution in the use of a chemical, Contractor will provide MSDS's for the new or substituted chemical.

iv. All Contractors using chemicals on City property shall select the most effective and environmentally safe products. These chemicals shall be approved for use by the Water Resources Department prior to bringing them on city property.

f. Inspection of Work: All work performed by the Contractor will be subject to inspection by the Water Resources Department supervisor or designee. It will not be required that the Contractor be notified in advance of any inspection action. The Contractor shall provide any data requested and provide good lighting of all areas to enhance any inspection action. The Water Resources Department supervisor or designee will schedule an inspection of any job in such a way that there will be no delay to the Contractor. If discrepancies are revealed through the inspection process, the Contractor shall correct these at its cost.

5. **Contractor Responsibilities:** Contractor must provide all necessary equipment, tools, personal protection equipment and personnel with technical expertise necessary to provide the requested services. Repeated and documented instances of using substandard materials, supplies, and/or personnel, or failure to provide services in a timely manner, shall constitute grounds for termination of contract.

a. The Contractor shall be responsible for all equipment that is damaged while in their possession.
b. The Contractor shall properly guard, protect, and take every reasonable precaution necessary against damage or injury to all finished or partially finished work due to weathering action by the elements or from any other cause, until the entire portion of their respective contract obligation is completed and accepted by the City of Mesa. The Contractor(s) shall rebuild, repair, restore, and make good all injuries or damages to any portion of the work before final acceptance at no cost to the City of Mesa. Partial payment for any completed portion of work shall not release the Contractor(s) from such responsibility.
c. The Contractor shall comply with all applicable federal, state, local health and safety regulations, ordinances, and requirements. In addition, the following requirements are applicable for City construction projects.
d. Precaution shall be exercised by the Contractor(s) at all times for the protection of persons (including employees) and property. The Contractor shall comply with the provisions of all applicable laws, pertaining to such protection including all Federal and State Occupational Safety and Health Acts, and Standards and Regulations promulgated thereunder.
e. The Contractor shall implement a permit-required confined space program as specified under 29 CFR 1910.146 for all work that encompasses a space that 1) is large enough and so configured that an employee can bodily enter and perform assigned work; 2) has limited or restricted means for entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults, and pits are spaces that may have limited means of entry); and 3) is not designed for continuous employee occupancy.
f. The Contractor shall be fully responsible for the safety of their employees, the public and property in connection with the performance of the work covered by this contract. The Contractor(s) shall provide all safeguards, safety devices and protective equipment and be responsible for taking any needed actions to protect the life and health of their employees and the public during work activity. The Contractor(s) shall also take any necessary actions as directed by the Water resources Department Supervisor or designee to reasonably protect the life and health of employees on this job and others coming into contact with the job site.
    i. The Contractor shall provide, upon request, a copy of its written health and safety program and any required employee training records or certificates.
g. The Contractor shall comply with all applicable federal, state, and local safety and health regulations, ordinances, and requirements. The Contractor shall comply with Occupational Safety and Health Administration regulations specified in 29 CFR 1910.147 The Control of Hazardous Energy (Lockout/Tagout).

6. **<u>ORDERS AND INVOICING:</u>**

a. **Order Placement:**
    i. Orders shall be placed using a Delivery Order (DO) #. There shall be no minimum purchase required. The contracted vendor shall deliver available products within seven (7) to ten (10) business days from order placement to City user sites.
    ii. Equipment and parts shall be new, un-opened, and in original factory packaging and in current manufacturer production at time of bid opening.
    iii. All equipment, parts and supplies to be boxed and/or packaged in such a manner to adequately protect the equipment against physical damage during shipment and to insure carrier acceptance and safe delivery at the designated destination.
b. **Packing Slips:**
    i. Packing Slips should be itemized and reference City contract number and delivery order number (DO).
    ii. Any parts or supplies received with defects shall immediately be replaced at no charge by the Contractor.

c. **Invoicing:**
   i. Invoices shall be emailed to WaterAcctsPayable@MesaAZ.gov for the fastest processing.
   ii. Invoices shall include the following: Delivery order (DO) #, part number(s), product description, list price, percent discount, city cost (contract pricing), freight charge and sales tax (if applicable as many items to be purchased off of this contract will be tax exempt).
   iii. Vendors shall not invoice for items not shipped as this will delay payment of entire invoice.
   iv. Vendors shall not invoice for disinfection services performed unless the invoice is accompanied by the report and test results as indicated in this RFP.

7. **WARRANTY:**

a. Product - The City is requesting a warranty on all new equipment and parts for a minimum of one (1) year (unless stated otherwise in this solicitation) from the date of receipt.
b. Equipment Repair Service – The City is requesting a warranty on all equipment repair services for a minimum of ninety (90) days from the date of completion.
c. In the event of any of the aforesaid warranties are not fulfilled, Contractor guarantees to promptly reimburse the City for its cost in making suitable repairs or replacements or, at the City's option, the Contractor shall promptly make suitable repairs or replacements at Contractor's own expense. Contractor shall submit with bid response detailed information regarding product warranty.

8. **PRODUCT RECALL:** In the event of any recall notice, technical service bulletin, or other important notification affecting the equipment, parts and services purchased under this agreement, a notice shall be sent to the Contract Administrator. It shall be the responsibility of the Contractor to assure that all recall notices are sent directly to the Contract Administrator and Purchasing Office.

Awarded contractor assumes full responsibility for prompt notification of both the contract administrator and purchases of any product recall in accordance with the applicable State of Arizona and federal regulation.

EXHIBIT B
PRICING

The parts and equipment listed below are only a small representative sample of items that will be purchased under this contract. Complete product lines can be purchased using the % discount off of list price provided.

Category	Sub Category	Line Number	Brand	Description	Part #	OEM Only	List Price	% Discount Offered off	City's Contract	Vendor Part # if different
B	CI	1	Chlorine Institute	The Chlorine Institute Emergency Kit "A" is designed for use with the standard DOT 3A480 and 3AA480 100 and 150 pound capacity cylinders in chlorine service only.	AVGS	X	$ 423.00	0%	$ 423.00	Description for provided part number is wrong. The part number is for a gasket kit only. Description is for entire "A kit"
B	CI	2	Chlorine Institute	Chlorine Cylinder Recovery Vessel with wheels FOR: US DOT 3A480 & 3AA480 100 150 lb. Chlorine Cylinders	CRVW	X	$ 8,900.00	0%	$ 8,900.00	
B	CI	3	Chlorine Institute	% discount off List price for all other Chlorine Institute parts and equipment. Do not leave blank, enter 0% - 100%				0%		

The parts and equipment listed below are only a small representative sample of items that will be purchased under this contract. Complete product lines can be purchased using the % discount off of list price provided.

Category	Sub Category	Line Number	Brand	Description	Part #	OEM Only	List Price	% Discount Offered off List	City's Contract Price	Vendor Part # if different
B	DEN	1	DE NORA	front body, vac reg	12704	X	$ 772.33	0%	$ 772.33	12704-1
B	DEN	2	DE NORA	Motor	15116	X	$ 597.33	0%	$ 597.33	
B	DEN	3	DE NORA	Capital Controls® VEGA, Vent Exhaust Gas Arrestor, Cl2 Complete assembly	23418	X	$ 387.00	0%	$ 387.00	
B	DEN	4	DE NORA	Ejector Nozzle .312 (ClO2)	302513	X	$ 40.83	0%	$ 40.83	16540-5
B	DEN	5	DE NORA	Capital Controls® NXT 3000,Inlet valve service kit	23060-01	X	$ 178.50	0%	$ 178.50	23060
B	DEN	6	DE NORA	Ring Gasket, 1-5/32OD, 13/16ID	333C202P87	X	$ 11.67	0%	$ 11.67	
B	DEN	7	DE NORA	Diaphragm	425C022Q75	X	$ 22.17	0%	$ 22.17	
B	DEN	8	DE NORA	Valve Body Capsule - high	433A238B72	X	$ 186.67	0%	$ 186.67	
B	DEN	9	DE NORA	Capital Controls® NXT 3000 PM Kit	6145D90U01	X	$ 122.50	0%	$ 122.50	
B	DEN	10	DE NORA	Cathodic Protection Board	686B744U01	X	$ 460.83	0%	$ 460.83	
B	DEN	11	DE NORA	3/8 tubing (500' rolls)	A064236 / R-1062-1	X	$ 580.00	0%	$ 580.00	
B	DEN	12	DE NORA	Captrol Control Power Supply Board Series 1450	A-1549	X	$ 1,261.17	0%	$ 1,261.17	
B	DEN	13	DE NORA	1k Flowmeter kit	BM-2950-2	X	$ 831.83	0%	$ 831.83	
B	DEN	14	DE NORA	Cl2 sensor	BM-5451	X	$ 673.17	0%	$ 673.17	BM5451
B	DEN	15	DE NORA	EJ17 Cl2 elector w/ 128 nozzle Complete assembly	EJ17C101XX	X	$ 767.00	0%	$ 767.00	
B	DEN	16	DE NORA	3/8 Tubing connector	F-100	X	$ 12.83	0%	$ 12.83	
B	DEN	17	DE NORA	bottom meter adaptor gasket	G-118	X	$ 7.00	0%	$ 7.00	
B	DEN	18	DE NORA	King 7910 series Flowmeter Tube (tube only)	MT991GL	X	NA	0%	NA	
B	DEN	19	DE NORA	Capital Controls® NXT 3000 Vacuum Regulator Complete assembly	VR3000C021XX	X	$ 1,627.00	0%	$ 1,627.00	
B	DEN	20	DE NORA	Automatic gas control valve	WX4100	X	$ 5,525.00	0%	$ 5,525.00	WP7DCV3200
B	DEN	21	DE NORA	% discount off List price for all other De Nora parts and equipment. Do not leave blank, enter 0% - 100%				0%		

Category	Sub Category	Line Number	Brand	Description	Rates	
B	DENSVC	1	DE NORA	On-Site Troubleshooting and Repair Services (M-F 7am-3pm)	$ 175.00	Per Hour
B	DENSVC	2	DE NORA	On-Site Troubleshooting and Repair Services (After hours - Emergency)	$ 235.00	Per Hour

The parts and equipment listed below are only a small representative sample of items that will be purchased under this contract. Complete product lines can be purchased using the % discount off of list price provided.

Category	Sub Category	Line Number	Brand	Description	Part #	OEM Only	List Price	% Discount Offered off	City's Contract	Vendor Part # if different
B	HAL	1	Halogen	Terminator Annual Certification Program	6500.00-Y	X	$ 285.00	0%	$ 285.00	
B	HAL	2	Halogen	Replacement Battery - HRS-12, 8.5Ah High Rate, UL/CE (12V, 36WPC/15Min.)	4100	X	$ 103.50	0%	$ 103.50	
B	HAL	3	Halogen	Relay Interface Module, (3) Dry Contact Alarm Relays	4500.05	X	$ 1,147.50	0%	$ 1,147.50	
B	HAL	4	Halogen	Relay Reset Button Assembly	4500.06-A	X	$ 226.50	0%	$ 226.50	
B	HAL	5	Halogen	% discount off List price for all other Halogen parts and equipment. Do not leave blank, enter 0% - 100%				%		

Category	Sub Category	Line Number	Brand	Description	Part #	OEM Only	List Price	% Discount Offered off	City's Contract
B	ZZ	1	Peabody	NSF certified 0.8 % Hypochlorite Tank 5300 Gal.	01-25819	x	$ 11,237.03	0%	$ 11,237.03
B	ZZ	2	Peabody	NSF certified 0.8 % Hypochlorite Tank 3008 Gal.	01-25804	x	$ 4,162.12	0%	$ 4,162.12
B	ZZ	3	Peabody	NSF certified 0.8 % Hypochlorite Tank 4600 Gal.	01-25810	x	$ 8,138.50	0%	$ 8,138.50
B	ZZ	4	Peabody	NSF certified 0.8 % Hypochlorite Tank 2303 Gal./ 5 Ton Capacity	01-25801	x	$ 3,394.23	0%	$ 3,394.23

The parts and equipment listed below are only a small representative sample of items that will be purchased under this contract. Complete product lines can be purchased using the % discount off of list price provided.

Category	Sub Category	Line Number	Brand	Description	Part #	List Price	% Discount Offered off List	Contract Price	Vendor Part # if different
E	PROM	1	ProMinent Fluid Controls	the continuous measurement and control of process variables in water and wastewater applications. The large screen HMI allows for easy viewing of process events and changes color when faults occur. Datalogging and SD card storage allows	DACBW006AA4000010010EN	$ 3,606.83	0%	$ 3,606.83	
E	PROM	2	ProMinent Fluid Controls	-Maximum inlet pressure 87 psig. -Maximum temperature 140 degrees F. -Recommended sample flow is 10.5 gph. -Includes wall mount brackets and flow control valve	DGMA401T000	$ 690.08	0%	$ 690.08	
E	PROM	3	ProMinent Fluid Controls	Chlorite sensor CLT 1-mA- 2 ppm -Module for flow measurement: With flow sensor, scale gph -Number of modules Pg 13.5: None -Number of modules 25mm: One module, 25mm	1021595	$ 2,244.83	0%	$ 2,244.83	
E	PROM	4	ProMinent Fluid Controls	D2C PACKAGE WITH NEEDLE VALVE AND PRESSURE REGULATOR Package includes 1/4" pressure regulator, Bubble Dispenser, PVC sample port, needle valve, Quick start guide and Black UV protected Polypropylene panel.	7744851	$ 1,695.12	0%	$ 1,695.12	
E	PROM	5	ProMinent Fluid Controls	% discount off List price for all other Prominent parts and equipment. Do not leave blank, enter 0% - 100%			0%		

Category	Sub Category	Line Number			Rates	
E	PROMSVC	1	Service	Full inspection, calibration and linearity testing ofProMinent Fluid Controls equipment	$ 650.00	Per Piece
E	PROMSVC	2	Service	Servicing of ProMinent Fluid Controls equipment	$ 175.00	Per hour rate

EXHIBIT C
MESA STANDARD TERMS AND CONDITIONS

1. **INDEPENDENT CONTRACTOR.** It is expressly understood that the relationship of Contractor to the City will be that of an independent contractor. Contractor and all persons employed by Contractor, either directly or indirectly, are Contractor's employees, not City employees. Accordingly, Contractor and Contractor's employees are not entitled to any benefits provided to City employees including, but not limited to, health benefits, enrollment in a retirement system, paid time off or other rights afforded City employees. Contractor employees will not be regarded as City employees or agents for any purpose, including the payment of unemployment or workers' compensation. If any Contractor employees or subcontractors assert a claim for wages or other employment benefits against the City, Contractor will defend, indemnify and hold harmless the City from all such claims.

2. **SUBCONTRACTING.** Contractor may not subcontract work under this Agreement without the express written permission of the City. If Contractor has received authorization to subcontract work, it is agreed that all subcontractors performing work under the Agreement must comply with its provisions. Further, all agreements between Contractor and its subcontractors must provide that the terms and conditions of this Agreement be incorporated therein.

3. **ASSIGNMENT.** This Agreement may not be assigned, either in whole or in part, without first receiving the City's written consent. Any attempted assignment, either in whole or in part, without such consent will be null and void and in such event the City will have the right, at its option, to terminate the Agreement. No granting of consent to any assignment will relieve Contractor from any of its obligations and liabilities under the Agreement.

4. **SUCCESSORS AND ASSIGNS, BINDING EFFECT.** This Agreement will be binding upon and inure to the benefit of the parties and their respective permitted successors and assigns.

5. **NO THIRD-PARTY BENEFICIARIES.** This Agreement is intended for the exclusive benefit of the parties. Nothing set forth in this Agreement is intended to create, or will create, any benefits, rights, or responsibilities in any third parties.

6. **NON-EXCLUSIVITY.** The City, in its sole discretion, reserves the right to request the materials or services set forth herein from other sources when deemed necessary and appropriate. No exclusive rights are encompassed through this Agreement.

7. **AMENDMENTS.** There will be no oral changes to this Agreement. This Agreement can only be modified in a writing signed by both parties. No charge for extra work or material will be allowed unless approved in writing, in advance, by the City and Contractor.

8. **TIME OF THE ESSENCE.** Time is of the essence to the performance of the parties' obligations under this Agreement.

9. **COMPLIANCE WITH APPLICABLE LAWS.**

   a. **General.** Contractor must procure all permits/licenses and pay all charges and fees necessary and incidental to the lawful conduct of business. Contractor must stay fully informed of existing and future federal, state, and local laws, ordinances, and regulations that in any manner affect the fulfillment of this Agreement and must comply with the same at its own expense. Contractor bears full responsibility for training, safety, and providing necessary equipment for all Contractor personnel to achieve compliance throughout the term of the Agreement. Upon request, Contractor will demonstrate to the City's satisfaction any programs, procedures, and other activities used to ensure compliance.

   b. **Drug-Free Workplace.** Contractor is hereby advised that the City has adopted a policy establishing a drug-free workplace for itself and those doing business with the City to ensure the safety and health of all persons working on City contracts and projects. Contractor will require a drug-free workplace for all Contractor personnel working under this Agreement. Specifically, all Contractor personnel who are working under this Agreement must be notified in writing by Contractor that they are prohibited from the manufacture, distribution, dispensation, possession, or unlawful use of a controlled substance in the workplace.

Contractor agrees to prohibit the use of intoxicating substances by all Contractor personnel and will ensure that Contractor personnel do not use or possess illegal drugs while in the course of performing their duties.

c. **Federal and State Immigration Laws.** Contractor agrees to comply with the Immigration Reform and Control Act of 1986 (IRCA) in performance under this Agreement and to permit the City and its agents to inspect applicable personnel records to verify such compliance as permitted by law. Contractor will ensure and keep appropriate records to demonstrate that all Contractor personnel have a legal right to live and work in the United States.

   i. As applicable to Contractor, under the provisions of A.R.S. § 41-4401, Contractor hereby warrants to the City that Contractor and each of its subcontractors will comply with, and are contractually obligated to comply with, all federal immigration laws and regulations that relate to their employees and A.R.S. § 23-214(A) (hereinafter collectively the "Contractor Immigration Warranty").

   ii. A breach of the Contractor Immigration Warranty will constitute a material breach of this Agreement and will subject Contractor to penalties up to and including termination of this Agreement at the sole discretion of the City.

   iii. To ensure Contractor and its subcontractors are complying with the Contractor Immigration Warranty, the City retains the legal right to conduct random verification of the employment records of any Contractor or subcontractor employee who works on this Agreement, including the inspection of the papers of such employees. Contractor agrees to assist the City in regard to any random verification performed.

   iv. Neither Contractor nor any subcontractor will be deemed to have materially breached the Contractor Immigration Warranty if Contractor or subcontractor establishes that it has complied with the employment verification provisions prescribed by Sections 274a and 274b of the Federal Immigration and Nationality Act and the E-Verify requirements prescribed by A.R.S. § 23-214(A).

d. **Nondiscrimination.** Contractor understands and acknowledges that it is the policy of the City of Mesa to promote non-discrimination. As such, Contractor represents and warrants that it does not discriminate against any employee or applicant for employment or person to whom it provides services because of race, color, national origin, age, disability, religion, sex, sexual orientation, gender identity and expression, veterans' status, marital status, or genetic information, and represents and warrants that it complies with all applicable federal, state, and local laws and executive orders regarding employment. In performance under this Agreement, Contractor and Contractor's personnel will comply with applicable provisions of the following laws (as amended): Title VII of the U.S. Civil Rights Act of 1964, Section 504 of the Federal Rehabilitation Act, the Americans with Disabilities Act (42 U.S.C. § 12101 *et seq*.), and any other applicable non-discrimination laws and rules.

e. **State Sponsors of Terrorism Prohibition.** Per A.R.S. § 35-392, Contractor must not be in violation of section 6(j) of the Federal Export Administration Act and subsequently prohibited by the State of Arizona from selling goods or services to the City.

f. **Israel Boycott Divestments.** In accordance with the requirements of A.R.S. § 35-393.01, if the Agreement requires Contractor to acquire or dispose of services, supplies, information technology or construction with a value of $100,000 or more, then, by entering into this Agreement, Contractor certifies that it is not currently engaged in, and agrees for the duration of the Agreement to not engage in, a boycott of goods and services from Israel.

EXHIBIT C
MESA STANDARD TERMS AND CONDITIONS

10. **SALES/USE TAX, OTHER TAXES.**

    a. Contractor is responsible for the payment of all taxes including federal, state, and local taxes related to or arising out of Contractor's services under this Agreement including, by way of illustration but not limitation, federal and state income tax, Social Security tax, unemployment insurance taxes, and any other taxes or business license fees, as required. If any taxing authority should deem Contractor or Contractor employees an employee of the City, or should otherwise claim the City is liable for the payment of taxes that are Contractor's responsibility under this Agreement, then Contractor will indemnify the City for any tax liability, interest, and penalties imposed upon the City.

    b. The City is exempt from paying certain federal excise taxes and will furnish an exemption certificate upon request. The City is not exempt from state and local sales/use taxes.

11. **AMOUNTS DUE THE CITY.** Contractor must be current and remain current in all obligations, whether or not related to the Agreement, due to the City during the performance of services under the Agreement. Payments to Contractor may be offset by any delinquent amounts due the City or fees and charges owed to the City.

12. **PUBLIC RECORDS.** Contractor acknowledges that the City is a public body, subject to Arizona's public records laws (A.R.S. § 39-121 *et seq.*) and any documents related to this Agreement may be subject to disclosure pursuant to state law in response to a public records request or to subpoena or other judicial process.

    a. If Contractor believes documents related to the Agreement contain trade secrets or other proprietary data, Contractor must have notified the City pursuant to Mesa Procurement Rules Section 2.1 or notified the City with a notification statement specifically identifying the trade secrets or other proprietary data that Contractor believes should remain confidential.

    b. In the event the City determines it is legally required to disclose pursuant to law any documents or information Contractor deems confidential trade secrets or proprietary data, the City, to the extent possible, will provide Contractor with prompt written notice by certified mail, fax, email or other method that tracks delivery status of the requirement to disclose the information so Contractor may seek a protective order from a court having jurisdiction over the matter or obtain other appropriate remedies. The notice will include a time period for Contractor to seek court ordered protection or other legal remedies as deemed appropriate by Contractor. If Contractor does not obtain such court ordered protection by the expiration of said time period, the City may release the information without further notice to Contractor.

13. **AUDITS AND RECORDS.** Contractor must preserve the records related to this Agreement for six (6) years after completion of the Agreement. The City or its authorized agent reserves the right to inspect any records related to the performance of work specified herein. In addition, the City may inspect all payroll, billing or other relevant records kept by Contractor in relation to the Agreement. Contractor will permit such inspections and audits during normal business hours and upon reasonable notice by the City. The audit of records may occur at Contractor's place of business or at City offices, as determined by the City.

14. **BACKGROUND CHECK.** In accordance with the City's current background check policies, the City may conduct criminal, driver history, and all other requested background checks of Contractor personnel who would perform services under the Agreement who will have access to the City's information, data, or facilities. Any officer, employee, or agent that fails the background check must be replaced immediately for any reasonable cause not prohibited by law.

15. **SECURITY CLEARANCE AND REMOVAL OF CONTRACTOR PERSONNEL.** The City will have final authority, based on security reasons: (i) to determine when security clearance of Contractor personnel is required; (ii) to determine the nature of the security clearance, up to and including fingerprinting Contractor personnel; and (iii) to determine whether any individual or entity may provide services under this Agreement. If the City objects to any Contractor personnel for any

reasonable cause not prohibited by law, then Contractor will, upon notice from the City, remove any such individual from performance of services under this Agreement.

16. **DEFAULT.**

a. A party will be in default of the Agreement if that party:

i. Is or becomes insolvent or is a party to any voluntary bankruptcy or receivership proceeding, makes an assignment for a creditor, or there is any similar action that affects Contractor's capability to perform under the Agreement;

ii. Is the subject of a petition for involuntary bankruptcy not removed within sixty (60) calendar days;

iii. Conducts business in an unethical manner as set forth in the City Procurement Rules Article 7 or in an illegal manner; or

iv. Fails to carry out any term, promise, or condition of the Agreement.

b. Contractor will be in default of this Agreement if Contractor is debarred from participating in City procurements and solicitations in accordance with Article 6 of the City's Procurement Rules.

c. **Notice and Opportunity to Cure.** In the event a party is in default then the other party will provide written notice to the defaulting party of the default. The defaulting party will have thirty (30) days from receipt of the notice to cure the default, unless the default is of a nature that it is reasonably anticipated to affect the health, safety or welfare of the public and, in such an event, the non-defaulting party may require a minimum seven (7) days to cure the default from the date of receipt of the notice; the cure period may be extended by mutual agreement of the parties, but no cure period may exceed ninety (90) days. A default notice will be deemed to be sufficient if it is reasonably calculated to provide notice of the nature and extent of such default. Failure of the non-defaulting party to provide notice of the default does not waive any rights under the Agreement. Failure of the defaulting party to cure the default will entitle the non-defaulting party to the election of remedies specific to the party as set forth in section 17 below.

d. **Anticipatory Repudiation.** Whenever the City in good faith has reason to question Contractor's intent or ability to perform, the City may demand that Contractor give a written assurance of its intent and ability to perform. In the event demand is made and no written assurance is given within ten (10) calendar days, the City may treat this failure as an anticipatory repudiation of the Agreement entitling the City to terminate the Agreement in accordance with section 17(a) below.

17. **REMEDIES.** The remedies set forth in this Agreement are not exclusive. Election of one remedy will not preclude the use of other remedies. In the event of default:

a. The non-defaulting party may terminate the Agreement, and the termination will be effective immediately or at such other date as specified by the terminating party.

b. The City may purchase the services or materials required under the Agreement from the open market, complete required work itself, or have it completed at the expense of Contractor. If the cost of obtaining substitute services exceeds the contract price in the Agreement, the City may recover the excess cost by: (i) requiring immediate reimbursement by the Contractor to the City; (ii) deduction from an unpaid balance due to Contractor; (iii) collection against the proposal and performance security, if any; (iv) collection against liquidated damages (if applicable); or (v) a combination of the aforementioned remedies or other remedies as permitted by law. Costs in this Subsection (b) include any and all, fees, and expenses incurred in obtaining substitute services and expended in obtaining reimbursement including, but not limited to, administrative expenses, attorneys' fees, and costs.

c. The non-defaulting party will have all other rights granted under this Agreement and all rights at law or in equity that may be available to it.

d. Neither party will be liable for incidental, special, or consequential damages.

18. **CONTINUATION DURING DISPUTES.** Contractor agrees that during any dispute between the parties, Contractor will continue to perform its obligations until the dispute is settled, instructed to cease performance by the City, enjoined or prohibited by judicial action, or otherwise required or obligated to cease performance by other provisions in this Agreement.

19. **TERMINATION FOR CONVENIENCE.** The City reserves the right to terminate this Agreement, in part or in whole, for its sole convenience upon thirty (30) calendar days' written notice. Contractor acknowledges that, as with any termination permitted under this Agreement, in the event of a termination for convenience, Contractor is only entitled to payment in accordance with section 22 (Payment to Contractor Upon Termination); Contractor will not be entitled to any anticipated lost profits had the Agreement been performed to completion.

20. **TERMINATION FOR CONFLICT OF INTEREST (A.R.S. § 38-511).** Pursuant to A.R.S. § 38-511, the City may cancel this Agreement within three (3) years after its execution, without penalty or further obligation, if any person significantly involved in initiating, securing, drafting, or creating the Agreement for the City becomes an employee or agent of Contractor.

21. **TERMINATION FOR NON-APPROPRIATION AND MODIFICATION FOR BUDGETARY CONSTRAINT.** The City is a governmental agency which relies upon the appropriation of funds by its governing body to satisfy its obligations. If the City reasonably determines it does not have funds to meet its obligations under this Agreement, the City will have the right to terminate the Agreement without penalty on the last day of the fiscal period for which funds were legally available. In the event of such termination, the City agrees to provide written notice of its intent to terminate thirty (30) calendar days prior to the stated termination date.

22. **PAYMENT TO CONTRACTOR UPON TERMINATION.** Upon termination of this Agreement for any reason, Contractor will be entitled only to payments authorized under the Agreement for those services performed or materials provided in accordance with the Agreement up to the date of termination, and any authorized expenses already incurred up to such date of termination. The City will make final payment within thirty (30) calendar days after the City has both completed its appraisal of the materials and services provided and received Contractor's properly prepared final invoice.

23. **NON-WAIVER OF RIGHTS.** There will be no waiver of any provision of this Agreement unless approved in writing and signed by the waiving party. Failure or delay to exercise any rights or remedies provided herein or by law or in equity, or the acceptance of, or payment for, any services hereunder, will not release the other party of any of the warranties or other obligations of the Agreement and will not be deemed a waiver of any such rights or remedies.

24. **INDEMNIFICATION; LIABILITY.**

a. To the fullest extent permitted by law, Contractor agrees to defend, indemnify and hold harmless the City, its elected officials, agents, representatives and employees (collectively, including the City, "City Personnel") from and against any and all liabilities, demands, claims, suits, penalties, obligations, losses, damages, causes of action, fines or judgments of any kind, including costs, attorneys', witnesses' and expert witnesses' fees, and expenses incident thereto (all of the foregoing, collectively "Claims") imposed upon or asserted against City Personnel by a third party relating to, arising out of or resulting from, in whole or in part: (i) services or materials provided under this Agreement by Contractor or its officers', agents', or employees' (collectively, including Contractor, "Contractor Personnel"): (ii) negligent acts, errors, mistakes or omissions of Contractor Personnel; or (iii) failure of Contractor Personnel to comply with or fulfill the obligations established by this Agreement. Contractor's indemnification, duty to defend and hold harmless City Personnel in this Subsection (a) will apply to all Claims against City Personnel except Claims arising solely from the negligence or intentional acts of City Personnel.

b. The City assumes no liability for the actions of Contractor Personnel and will not indemnify or hold Contractor Personnel or any third party harmless for Claims relating to, arising out of or

resulting from, in whole or in part, this Agreement or use of Contractor Personnel-provided services or materials.

25. **WARRANTY.** Contractor warrants that the services and materials will conform to the requirements of the Agreement. Additionally, Contractor warrants that all services will be performed in a good, workman-like and professional manner. The City's acceptance of services or materials provided by Contractor will not relieve Contractor from its obligations under this warranty. If the City reasonably determines any materials or services are of a substandard or unsatisfactory manner, Contractor, at no additional charge to the City, will provide materials or redo such services until in accordance with this Agreement and to the City's reasonable satisfaction.

    Unless otherwise agreed, Contractor warrants that materials will be new, unused, of most current manufacture and not discontinued, will be free of defects in materials and workmanship, will be provided in accordance with manufacturer's standard warranty for at least one (1) year unless otherwise specified, and will perform in accordance with manufacturer's published specifications.

26. **THE CITY'S RIGHT TO RECOVER AGAINST THIRD PARTIES.** Contractor will do nothing to prejudice the City's right to recover against third parties for any loss, destruction, or damage to City property and will, at the City's request and expense, furnish to the City reasonable assistance and cooperation in obtaining recovery, including assistance in the prosecution or defense of suit and the execution of instruments of assignment in favor of the City.

27. **NO GUARANTEE OF WORK.** Contractor acknowledges and agrees: (i) it is <u>not</u> entitled to deliver any specific amount of materials or services, or any materials or services at all, under this Agreement; and (ii) the materials or services will be requested by the City on an as needed basis, at the sole discretion of the City. Any document referencing quantities or performance frequencies represent the City's best estimate of current requirements, but will not bind the City to purchase, accept, or pay for materials or services which exceed its actual needs.

28. **OWNERSHIP.** All deliverables, services, and information provided by Contractor or the City pursuant to this Agreement (whether electronically or manually generated) including without limitation, reports, test plans, and survey results, graphics, and technical tables, originally prepared in the performance of this Agreement, are the property of the City and will not be used or released by Contractor or any other person except with prior written permission by the City.

29. **USE OF NAME.** Contractor will not use the name of the City of Mesa in any advertising or publicity without obtaining the prior written consent of the City.

30. **PROHIBITED ACTS.** Contractor acknowledges the applicability of A.R.S. § 38-504 which prohibits a person who, within the preceding twelve (12) months, is or was a public officer or employee of the City from representing another person (including Contractor) before the City on any matter for which the officer or employee was directly concerned and personally participated in during their service or employment by a substantial and material exercise of administrative discretion. Further, while employed by the City and for two (2) years thereafter, public officers or employees are prohibited from disclosing or using, without appropriate authorization, any confidential information acquired by such person in the course of his or her official duties at the City.

31. **FOB DESTINATION FREIGHT PREPAID AND ALLOWED.** All deliveries will be FOB destination freight prepaid and allowed unless otherwise agreed.

32. **RISK OF LOSS**. Contractor agrees to bear all risk of loss, injury, or destruction of Contractor's goods or equipment incidental to Contractor providing the services and materials under this Agreement and such loss, injury, or destruction will not release Contractor from any obligation hereunder.

33. **SAFEGUARDING CITY PROPERTY.** Contractor will be responsible for any damage or loss to City real or personal property when such property is the responsibility of or in the custody of **Contractor or its personnel.**

34. **WARRANTY OF RIGHTS.** Contractor warrants it has title to, or the right to allow the City to use, the materials and services being provided and that the City may use same without suit, trouble or hindrance from Contractor or third parties.

35. **PROPRIETARY RIGHTS INDEMNIFICATION.** Without limiting the warranty in section 34, Contractor will without limitation and at its expense defend the City against all claims asserted by any person that anything provided by Contractor infringes a patent, copyright, trade secret or other intellectual property right and must, without limitation, pay the costs, damages and attorneys' fees awarded against the City in any such action, or pay any settlement of such action or claim. Each party agrees to notify the other promptly of any matters to which this provision may apply and to cooperate with each other in connection with such defense or settlement. If a preliminary or final judgment is obtained against the City's use or operation of the items provided by Contractor hereunder or any part thereof by reason of any alleged infringement, Contractor will, at its expense and without limitation, either: (a) modify the item so that it becomes non-infringing; (b) procure for the City the right to continue to use the item; (c) substitute for the infringing item other item(s) having at least equivalent capability; or (d) refund to the City an amount equal to the price paid, less reasonable usage, from the time of installation acceptance through cessation of use, which amount will be calculated on a useful life not less than five (5) years, plus any additional costs the City may incur to acquire substitute supplies or services.

36. **CONTRACT ADMINISTRATION.** The contract will be administered by the applicable Purchasing Officer and/or an authorized representative from the using department (collectively "Contractor Administrators"); all questions regarding the Agreement will be referred to the Contract Administrators. If authorized by the Contract Administrators, supplements or amendments may be written to the Agreement for the addition or deletion of services. Payment will be negotiated and determined by the Contract Administrators.

37. **FORCE MAJEURE.** Failure by either party to perform its duties and obligations will be excused by unforeseeable circumstances beyond its reasonable control, including acts of nature, acts of the public enemy, riots, fire, explosion, legislation, and governmental regulation. The party whose performance is so affected will, within five (5) calendar days of the unforeseeable circumstance, notify the other party of all pertinent facts and identify the force majeure event. The party whose performance is so affected must also take all reasonable steps, promptly and diligently, to prevent such causes if it is feasible to do so or to minimize or eliminate the effect thereof. The delivery or performance date will be extended for a period equal to the time lost by reason of delay, plus such additional time as may be reasonably necessary to overcome the effect of the delay, provided however, under no circumstances will delays caused by a force majeure extend beyond one hundred-twenty (120) calendar days from the scheduled delivery or completion date of a task unless agreed upon by the parties.

38. **COOPERATIVE USE OF CONTRACT.** The City has entered into various cooperative purchasing agreements with other Arizona government agencies, including the Strategic Alliance for Volume Expenditures (SAVE) cooperative. Under the SAVE Cooperative Purchasing Agreement, any contract may be extended for use by other municipalities, school districts and government agencies in the State of Arizona with the approval of Contractor. Any such usage by other entities must be in accordance with the statutes, codes, ordinances, charter and/or procurement rules and regulations of the respective government agency.

    The City currently holds or may enter into Intergovernmental Governmental Agreements (IGA) with numerous governmental entities. These agreements allow the entities, with the approval of Contractor, to purchase their requirements under the terms and conditions of this Agreement.

    A contractor, subcontractor or vendor or any employee of a contractor, subcontractor or vendor who is contracted to provide services on a regular basis at an individual school shall obtain a valid fingerprint clearance card pursuant to title 41, chapter 12, article 3.1. A school district governing board shall adopt policies to exempt a person from the requirements of this subsection if the person's normal job duties are not likely to result in independent access to or unsupervised contact

with pupils. A school district, its governing board members, its school council members and its employees are exempt from civil liability for the consequences of adoption and implementation of policies and procedures pursuant to this subsection unless the school district, its governing board members, its school council members or its employees are guilty of gross negligence or intentional misconduct.

Additionally, Contractor will comply with the governing body's fingerprinting policy of each individual school district and public entity. Contractor, subcontractors, vendors and their employees will not provide services on school district properties until authorized by the school district.

Orders placed by other agencies and payment thereof will be the sole responsibility of that agency. The City is not responsible for any disputes arising out of transactions made by others.

39. **FUEL CHARGES AND PRICE INCREASES.** No fuel surcharges will be accepted. No price increases will be accepted without proper request by Contractor and response by the City's Purchasing Division.

40. **NOTICES.** All notices to be given pursuant to this Agreement must be delivered to the parties at their respective addresses. Notices may be sent via personally delivery, certified or registered mail with postage prepaid, overnight courier, or facsimile. If provided by personal delivery, receipt will be deemed effective upon delivery. If sent via certified or registered mail, receipt will be deemed effective three (3) calendar days after being deposited in the United States mail. If sent via overnight courier, or facsimile, receipt will be deemed effective two (2) calendar days after the sending thereof.

41. **GOVERNING LAW, FORUM.** This Agreement is governed by the laws of the State of Arizona. The exclusive forum selected for any proceeding or suit, in law or equity, arising from or incident to this Agreement will be Maricopa County, Arizona.

42. **INTEGRATION CLAUSE.** This Agreement, including all attachments and exhibits hereto, supersede all prior oral or written agreements, if any, between the parties and constitutes the entire agreement between the parties with respect to the work to be performed.

43. **PROVISIONS REQUIRED BY LAW.** Any provision required by law to be in this Agreement is a **part of this Agreement as if fully stated herein.**

44. **SEVERABILITY.** If any provision of this Agreement is declared void or unenforceable, such provision will be severed from this Agreement, which will otherwise remain in full force and effect. The parties will negotiate diligently in good faith for such amendment(s) of this Agreement as may be necessary to achieve the original intent of this Agreement, notwithstanding such invalidity or unenforceability.

45. **SURVIVING PROVISIONS.** Notwithstanding any completion, termination, or other expiration of this Agreement, all provisions which, by the terms of reasonable interpretation thereof, set forth rights and obligations that extend beyond completion, termination, or other expiration of this Agreement, will survive and remain in full force and effect. Except as specifically provided in this Agreement, completion, termination, or other expiration of this Agreement will not release any party from any liability or obligation arising prior to the date of termination.

46. **A.R.S. SECTIONS 1-501 and 1-502.** Pursuant to A.R.S §§ 1-501 and 1-502, any person who applies to the City for a local public benefit (the definition of which includes a grant, contract or loan) must demonstrate his or her lawful presence in the United States. As this Agreement is deemed a local public benefit, if Contractor is an individual (natural) person or sole proprietorship, Contractor agrees to sign and submit the necessary documentation to prove compliance with the statutes if applicable.

47. **AUTHORITY.** Each party hereby warrants and represents that it has full power and authority to enter into and perform this Agreement, and that the person signing on behalf of each is properly authorized and empowered to enter into the Agreement. Each party further acknowledges that it has read this Agreement, understands it, and agrees to be bound by it.

48. **UNIFORM ADMINISTRATIVE REQUIREMENTS.** By entering into this Agreement, the Contractor agrees to comply with all applicable provisions of Title 2, Subtitle A, Chapter II, PART 200—UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS contained in Title 2 C.F.R. § 200 et seq.

49. **PCI DSS Compliance.** In the event any Contractor engages in payment card transactions as a part of the services provided to the City, Contractor shall comply with the Payment Card Industry Data Security Standards ("PCI DSS") and any amendments or restatements of the PCI DSS during the Term of this Agreement. Contractor accepts responsibility for the security of the City's and/or any customer's credit card data in its possession, even if all or a portion of the services to City are subcontracted to third parties.

COOPERATIVE CONTRACT PURCHASE ADDENDUM (CCPA)
BETWEEN
THE CITY OF BUCKEYE
AND
PRECISION INTEGRATED SYSTEMS LLC
CONTRACT NO. 2023106

CHANGE ORDER # 1

THIS CHANGE ORDER # 1 (this "Change Order") is entered into as of _____ between the City of Buckeye, an Arizona municipal corporation (the "City") and Precision Integrated Systems LLC., an Arizona limited liability company (the "Contractor"). This Change Order modifies certain sections of Contract No. 2023106 (the "Contract"), with those sections not expressly modified remaining in full effect pursuant to their terms.

RECITALS:

The City and Contractor entered into Contract No. 2023106 dated November 7, 2022. Pursuant to which Contractor was to provide Water and Wastewater Disinfection Equipment, Parts, and Services with an expiration date of August 26, 2025 and a not-to-exceed amount of $250,000.00.

CONTRACT CHANGES:

1. Contract Price, is amended by increasing the not-to-exceed amount by $150,000.00 from $250,000.00 to $400,000.00.

2. Term, is amended by extending the Contract end date to August 26, 2026.

ADDITIONAL PROVISIONS:

Except as amended herein, all provisions of the Contract remain in full force and effect.

In the event of any conflict or discrepancy between the terms of this Change Order, the Contract, and any other contract documents, the documents shall govern in that order.

This Change Order may be canceled pursuant to the provisions of A.R.S. § 38-511.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Change Order as of the date first set forth above.

CITY:

THE CITY OF BUCKEYE,
an Arizona municipal corporation

_____
Doug Sandstrom, City Manager

ATTEST:

_____
Lucinda Aja, City Clerk

RECOMMENDED:

_____
Rob Roach, Grant Program and Procurement Manager

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

CONTRACTOR:

PRECISION INTEGRATED SYSTEMS LLC,
an Arizona limited liability company

By: mike mccarthy

Title: v. p. sales

(REV. 6.23.2025)

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 5.A. DS - PH - Buckeye 83 - Rezone
DATE PREPARED: 05/04/26	**DISTRICT NO.:** 3
STAFF LIAISON: Sean Banda, Senior Planner, sbanda@buckeyeaz.gov, (623) 349-6215	
DEPARTMENT: Development Services	**AGENDA ITEM TYPE:** Public Hearing and Non Consent - New Business Items

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to hold a public hearing and take action on Ordinance No. 13-26 amending the zoning map of the City of Buckeye for approximately 85 acres located at the southeast corner of Interstate 10 and State Route 85 from Single Family Residential (R1-43) to Business Park (BP).

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
A Safe and Sustainable Quality of Life

SUMMARY

PROJECT DESCRIPTION:
Wendy Riddell of Berry Riddell LLC, on behalf of property owner, VWP Buckeye Owner, LLC, is requesting approval of Ordinance No. 13-26 regarding a rezone, Case No. PLZZ-25-0002, of approximately 85 acres located at the southeast corner of Interstate 10 and State Route 85. The applicant is requesting to rezone the property from Single-Family Residential 43 (R1-43) to Business Park (BP) with the intention of developing a multi-building business park on the site. Consistent with the BP zoning district, the property could accommodate a range of permitted uses, including warehouse and distribution (excluding cross-dock warehouses), office, limited light manufacturing, and retail or wholesale showroom uses. The Planning & Zoning Commission held a public hearing on April 14, 2026 and voted to recommend approval of the rezone to the City Council. Please see the attached staff report and exhibits for additional information and analysis.

BENEFITS:
Rezoning the property to Business Park will facilitate development of the site with a high quality, master planned, multi-building business park.

FINANCIAL IMPACT STATEMENT:
See Planning Items Financial Impact Statement

FINANCIAL IMPACT STATEMENT:
Although a fiscal impact analysis has not been conducted on this specific project, all new development will have an ongoing fiscal impact on the city. The development is responsible for construction of all infrastructure necessary to serve the site and will generate one-time revenue for the city such as permit fees, construction sales tax and development impact fees. Longer term fiscal impacts include increased demands for municipal services, the costs of which may or may not be offset by increased property values/tax levies, city sales tax, state shared revenues and the increased demand for commercial and retail development. Any areas that will be maintained by the city are constructed by the developer and then conveyed to the city two years after construction.

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

ATTACHMENTS:

PLZZ-25-0002-_Staff_Report_-_CC_05052026.docx
PLZZ-25-0002 - Exhibit A - Aerial Vicinity Map.pdf
PLZZ-25-0002 - Exhibit B - Zoning Map.pdf
PLZZ-25-0002 - Exhibit C - General Plan Land Use Map.pdf
PLZZ-25-0002 - Exhibit D - Narrative.pdf
PLZZ-25-0002 Exhibit E - Site Plan.pdf
PLZZ-25-0002 - Exhibit F - Citizen Participation Report.pdf
Ordinance 13-26 Buckeye 83 Rezone.pdf
PLZZ-25-0002 - Buckeye 83 Rezone - Presentation - CC 05052026 (002).pdf

REZONE

Report to the Mayor and City Council

CASE NUMBER:	**PLZZ-25-0002**
TITLE:	**Buckeye 83 Rezone**
MEETING DATE:	**May 5, 2026**

Applicant/Owner:	Wendy Riddell of Berry Riddell LLC, on behalf of property owner, VWP Buckeye Owner LLC
Request:	Rezone from Single Family Residential (R1-43) to Business Park (BP)
District:	3
Location:	Southeast corner of Interstate 10 and State Route 85
Site size:	Approximately 85 acres
Density:	Not applicable
Public input:	An advertised neighborhood meeting was held on February 19, 2026; in addition to the applicant, two persons attended. All required notices of this public hearing have been completed. To date, staff has not been made aware of any concerns from adjacent property owners related to this request.
Recommendation:	**Conduct a Public Hearing and Adopt Ordinance No. 13-26**

PROJECT DESCRIPTION:

1. Wendy Riddell of Berry Riddell LLC, on behalf of property owner, VWP Buckeye Owner LLC, is requesting approval of a rezone of approximately 85 acres located at the southeast corner of Interstate 10 and State Route 85 (see Exhibit A). The applicant is requesting to rezone the property from Single Family Residential 43 (R1-43) to Business Park (BP) with the intention of developing a multi-building business park on the site.
2. A concurrent request to annex the subject property is in process and requires Council's approval before this rezoning can be considered. Upon annexation, the subject property will be assigned Single Family Residential 43 (R1-43) zoning, the equivalent of the property's current Maricopa County's RU-43 zoning.
3. The rezoning application includes a concept site plan (Exhibits D and E) illustrating one potential configuration of seven (7) buildings on the site. Consistent with the BP zoning district, the buildings could accommodate a range of permitted uses, including warehouse and distribution (excluding cross-dock warehouses), office, limited light manufacturing, and retail or wholesale showroom uses. The Kentwood Verrado project containing the City's Landing East facilities are comparable to the scale of buildings acceptable within the BP district.
4. The concept site plan is provided for illustrative purposes only. A formal Site Plan application will be required prior to development and will undergo detailed staff review to ensure compliance with all applicable Development Code requirements.

AREA CONTEXT:

5. **Table 1:** Existing Land Use, General Plan Designation, and Zoning District:

	LAND USE	GENERAL PLAN	ZONING
Subject Property	**Vacant**	**Business Commerce**	**Maricopa County Rural-43 (RU-43)**
North	Vacant	Business Commerce	General Commerce (GC)
South	Future Westpark Community Master Plan (CMP)-Undeveloped	Master Planned Community	Planned Community (PC)
East	Westpark (CMP)	Master Planned Community	Planned Community (PC)
West	Undeveloped	Business Commerce	Commercial Center (CC) Maricopa County Rural-43 (RU-43)

PUBLIC PARTICIPATION SUMMARY:

6. A neighborhood meeting, providing an opportunity for interested parties to learn more about the request, was held on February 19, 2026 at 5:00 P.M. at the Holiday Inn Express at 445 S. Watson Road. As required by Buckeye Development Code, written notices to property owners within 500 feet of the subject site were mailed on March 27, 2026, fifteen (15) days prior to the date of the meeting.
7. In addition to the applicant team, two persons attended the neighborhood meeting. At the conclusion of the meeting, it did not appear that any attendees had any concern with the proposal.
8. To date, no concerns have been received regarding the proposal. Eight (8) letters of support have been submitted and are included in the Citizen Participation Report (see Exhibit F).
9. All required notifications of this public hearing were completed at least fifteen (15) days in advance of the meeting date, as follows:

Notification Element	Date
Published in the Arizona Business Gazette	March 28, 2026
Site Posted	March 30, 2026
Mailing Notice to Property Owners Within 500 Feet of Site	March 27, 2026

BACKGROUND:

10. March 3, 2026: A public hearing was held at City Council to hear any for or opposed to the annexation of the property. There were no speakers during that hearing.

11. April 7, 2026: City Council approved the ordinance annexing the subject property.

12. April 14, 2026: Planning and Zoning Commission recommended approval of a Rezone for Buckeye 83 (Case PLZZ-25-0002) to the Mayor and City Council.

ANALYSIS:

Conformance with the General Plan:

13. The property is designated Business Commerce by the General Plan Land Use Map. The Business Commerce designation is used for properties intended to develop with community and regional serving retail, office, service, and business park projects where developments have access to major roads and transit and provide connections to Neighborhood areas…" Within the General Plan text, the Business Park (BP) zoning district is specifically noted as compatible with the Business Commerce land use designation.

14. The proposal will:

    a. Expand the contiguous area for development of employment generating uses in furtherance of General Plan ("GP") Policy G-7.1: "The City of Buckeye should identify and protect areas suitable for large scale office park and industrial activities, such as distribution, logistics, manufacturing, and other employment type uses within the City's MPA";

    b. Further the City's Economic Development related goals of attracting businesses in the logistics and advanced manufacturing sectors and meeting desired jobs to population ratios outlined in GP Policy G-1.8: "The City of Buckeye will encourage commerce and business employment centers that respond to the City's economic needs and that correspond with Buckeye's targeted economic sectors." and GP Policy G-7.3 "The City of Buckeye will have an average of one to one jobs per household".

Zoning and Future Development:

15. With Council's approval of the annexation on April 7, 2026, the subject property is now located within Buckeye's jurisdiction and zoned Single Family Residential 43 (R1-43). The R1-43 district permits development of large lot (1 acre) single-family residences and accessory uses typical for rural areas.

16. The current R1-43 zoning is not consistent with the property's Business Commerce General Plan designation. Rezoning the property to Business Park facilitates development of the site with a unified, master planned, multi-building business park. As noted previously, the BP zoning is in concert with the property's Business Commerce General Plan land use designation.

17. The BP district permits a range of commercial uses, office park and professional office uses as well as some indoor light industrial uses from warehousing to building materials sales. Development within the district is required to adhere to the dimensional standards outlined in Table 4.1-3 of the Buckeye Development Code.

18. The Business Park district is intended to accommodate development of smaller, more neighborhood-compatible scale and operating characteristics than what is typically seen

in the City's I-1 (Light Industrial) district. Highlighting the differences between districts, cross-dock warehouses common in the I-1 district are not permitted within the BP district.

19. The conceptual plan provided with this application has not been fully vetted by City staff for compliance with City development and design requirements, however, the plan does address orientation of the buildings and buffering to resolve staff's concern with the site's adjacency to future residential. Detailed impacts related to traffic circulation, drainage, noise, lighting, and building orientation will be fully evaluated during the required Site Plan review process

20. Buffering between this site and planned residential uses to the east and south of the property will be a focus during the site planning stage of the project. Though Development Code does include requirements for buffering that would be applicable to this site, staff has included a recommended condition to ensure that buffers between 150 and 400 feet – significantly deeper than standard code requirement - are provided where the site abuts planned single-family. This condition captures a critical design component shown on the applicant's conceptual site plan and rezoning narrative.

21. In addition to orienting buildings and providing a larger landscape buffer to reduce impacts on nearby residential buildings, the planned buildings will be separated from any planned residential use by drive aisles, working to supplement screening and landscaping to minimize impacts.

22. The property will be serviced by City of Buckeye Police, City of Buckeye Fire, and will be within the City of Buckeye sewer and water service areas.

23. The property is located within the Buckeye Union High School and Buckeye Elementary School Districts though business park development of the site, as proposed, will not result in any direct impacts on either district.

RECOMMENDATION:

24. Staff recommends approval of a Rezone for Buckeye 83 (Case PLZZ-25-0002) to the Mayor and City Council, subject to Conditions (a) through (k), for the following reasons:
    - The rezoning conforms to the property's proposed General Plan designation of Business Commerce.
    - The rezoning conforms to all requirements of the Buckeye Development Code.
    - There are no outstanding issues for reviewing departments (Engineering, Fire, Public Works, Community Services, Police, Water Resources, and Development Services).

a. The property owner/s and their successor waive any and all claims for diminution in value of the property with regard to any action taken by City of Buckeye as result of this approval.
b. Based upon the conceptual site plan included as Exhibit E to this rezoning, the project's site plan application shall provide for an average building floor area not to exceed 200,000 square feet.
c. The project's site plan application shall provide landscape buffering adjacent to planned single-family residential commensurate with the conceptual site plan provided with this rezoning submittal and attached as Exhibit E to the staff report.
d. Prior to approval of a site plan or pre-plat, a Traffic Impact Analysis is required to be submitted and approved. All requirements of the Traffic Impact Analysis shall be reflected on the approved construction drawings.
e. Prior to the issuance of the first permit for the property, the Property Owner/Developer shall pay a pro rata share cost of up to nine (9) regional future traffic signals to be installed within this section of land. The pro rata share is based on a ratio of the project acreage to the developable acreage within the section. The sectional contribution is to be based on the following allocation of costs: (i) 25 percent share of four (4) possible signals at arterial street intersections; (ii) 50 percent share of four (4) possible signals at half-mile collector street intersections or project entries; and (iii) 100 percent share of one (1) possible signal internal to this project. The cost shall be based on an anticipated signal cost as determined by the City.
f. All non-regional traffic signals that are required by this project shall be funded and constructed by this project prior to C of O.
g. All regional traffic signals required by this project shall be constructed by this project prior to C of O. This may have a reimbursable component from the regional signal fees collected by the City from other parcels per City Engineer approval.
h. All medians required for controlling site access shall be constructed with this development.
i. In the event that access to and within the project is deemed a threat to public safety and security by the City, the City has broad authority to take such action as it deems necessary to address such a threat until such time as the Property Owner/Developer eliminates the safety concerns to the City's satisfaction. The Property Owner/Developer is responsible for revising the roadway and access layout to alleviate the City's concerns with respect to public safety and security. Any such changes will be considered a minor change to existing site plan approvals and shall be approved by the City.

j. ITS conduits (2 7-way micro-ducts) must be installed along 266th Avenue per City standards, including any necessary splice boxes.

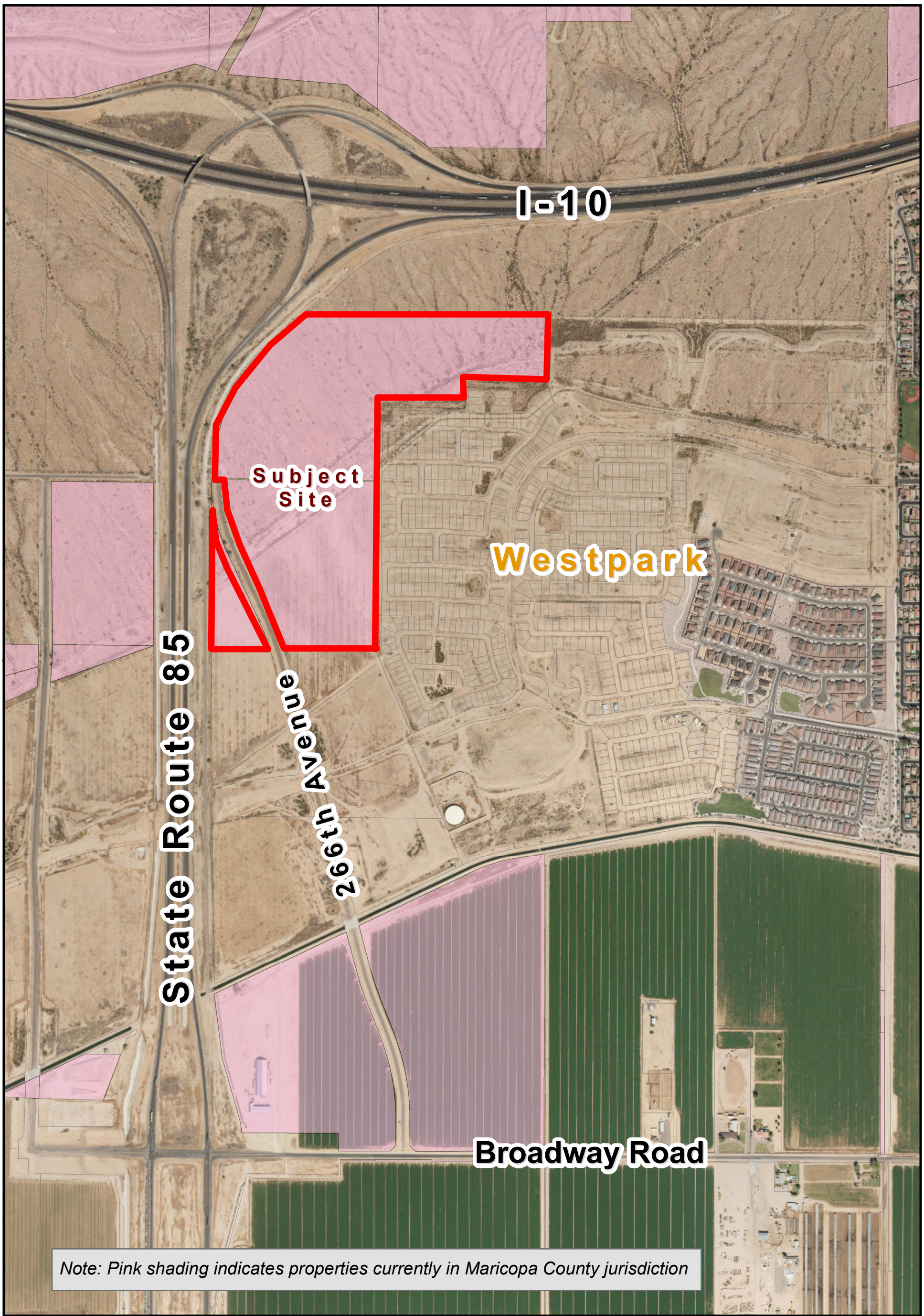
k. Driveway spacing and storage requirements shall be per Table 1 of the COB Engineering Design Standards (EDS) Section 6-3.

ATTACHMENTS:

Exhibit A – Aerial Vicinity Map
Exhibit B – Zoning Map
Exhibit C – Existing General Plan Land Use Map
Exhibit D – Rezoning Narrative
Exhibit E – Concept Site Plan
Exhibit F – Citizen Participation Report

Prepared By:
Sean Banda, Senior Planner

Reviewed By:
Ken Galica, Planning Manager



VICINITY MAP

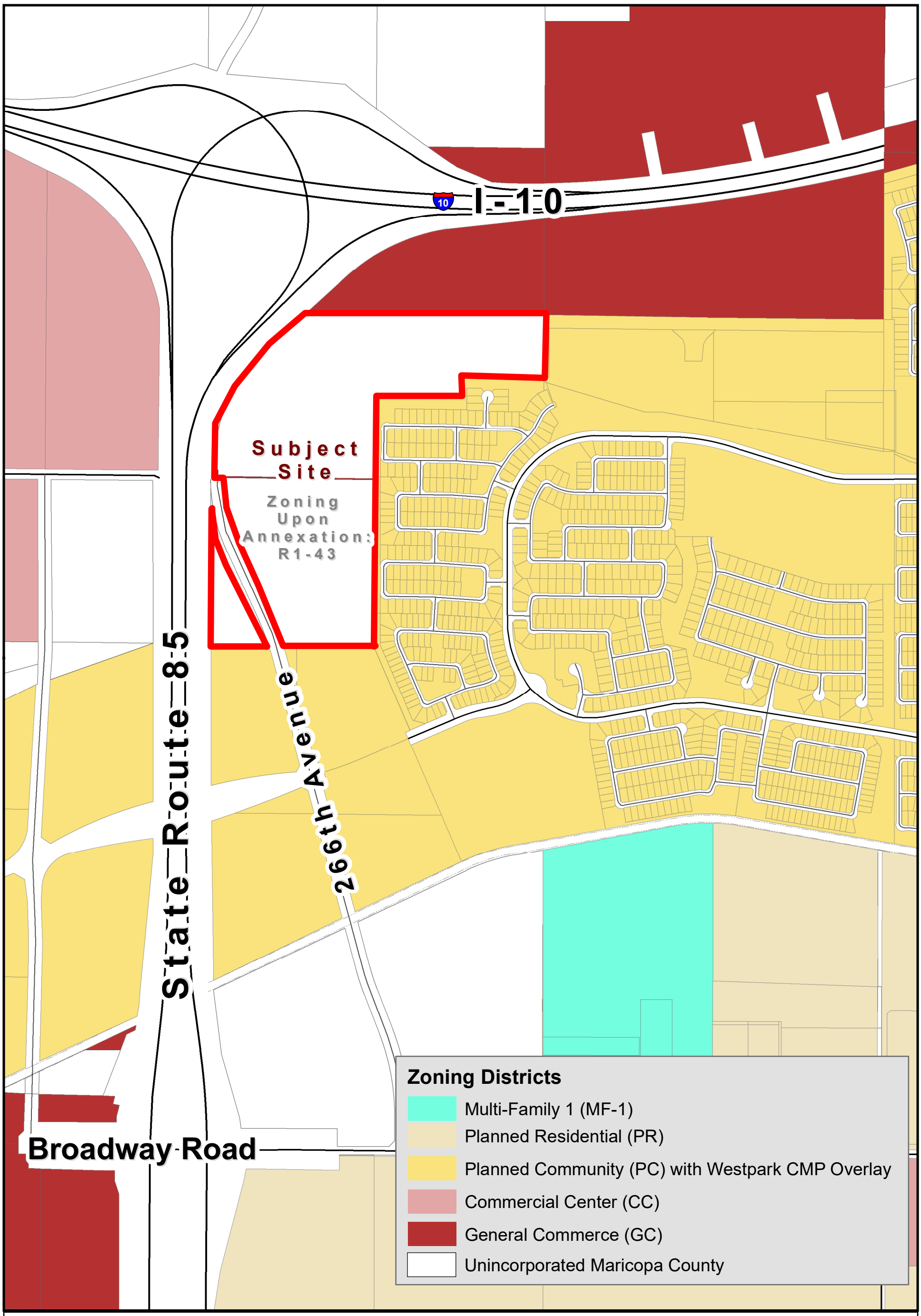
BUCKEYE, AZ

PLZZ-25-0002

Buckeye 83 Rezone

Council District #3

N W E S



ZONING MAP

BUCKEYE, AZ

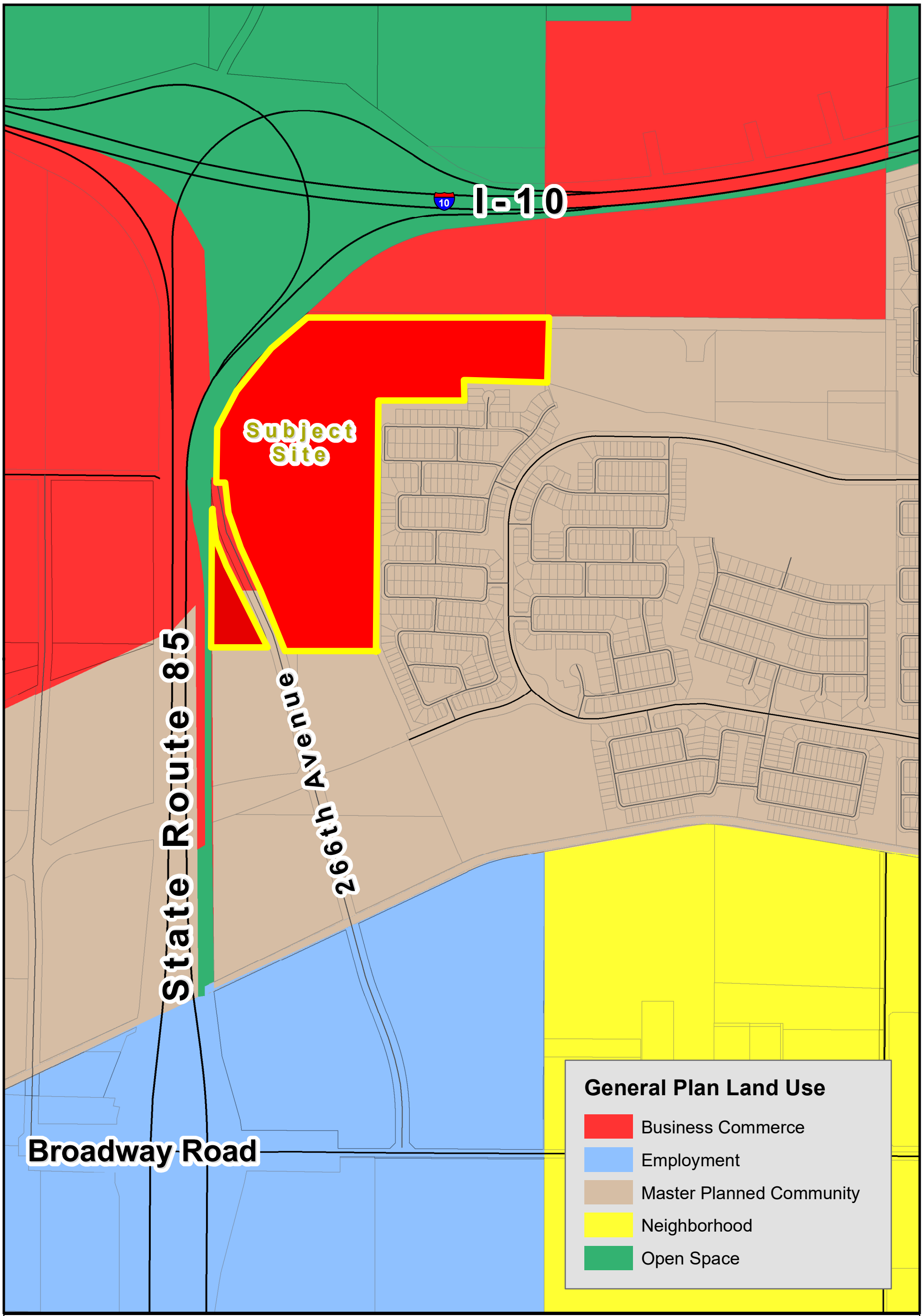
PLZZ-25-0002

Buckeye 83 Rezone

Council District #3

N W E S

Exhibit C



GENERAL PLAN LAND USE

BUCKEYE, AZ

PLZZ-25-0002

Buckeye 83 Rezone

Council District #3

N W E S

BUCKEYE 83

Rezoning Narrative
SEC of AZ-85 and the I-10

Case Number: PLZZ-25-0002

1st Submittal: February 6, 2025
2nd Submittal: December 10, 2025
3rd/Final Submittal: January 27, 2026

Prepared by:
Berry Riddell, LLC
Wendy Riddell, Esq.
Elyse DiMartino
6750 E. Camelback Road, #100
Scottsdale, AZ 85251

A. INTRODUCTION

The purpose of this request is to seek a rezoning of an approximate 83.3-acre property located at the SEC of the AZ-85 and the I-10 Freeway interchange (the "Site") to the Business Park District ("BP") for a multi-phase employment center development with warehouse and distribution uses. The Site is presently within the jurisdiction of Maricopa County, however, a request to annex the Site into the City of Buckeye (the "City") was submitted concurrently with this request.

B. SITE LOCATION & CONTEXT

As shown in the aerial below, the Site is presently undeveloped, desert land and has a Maricopa County zoning designation of Rural-43 ("RU-43"), which allows for the development of one dwelling unit per acre. The Site is within the planning area of the City's Imagine Buckeye 2040 General Plan (the "General Plan") and is designated as Business Commerce.

To the east and south of the Site is undeveloped residential neighborhood zoned Planned Community ("PC") with a General Plan designation of Master Planned Community ("MPC"). The Site is bounded on the north by vacant, desert land zoned General Commerce ("GC") with a General Plan designation of Business Commerce. The AZ-85 abuts the Site to its west. Across the AZ-85 to the west is vacant, desert land in zoned Commercial Center ("CC") and the County's RU-43 with the City's General Plan Business Commerce Designation.

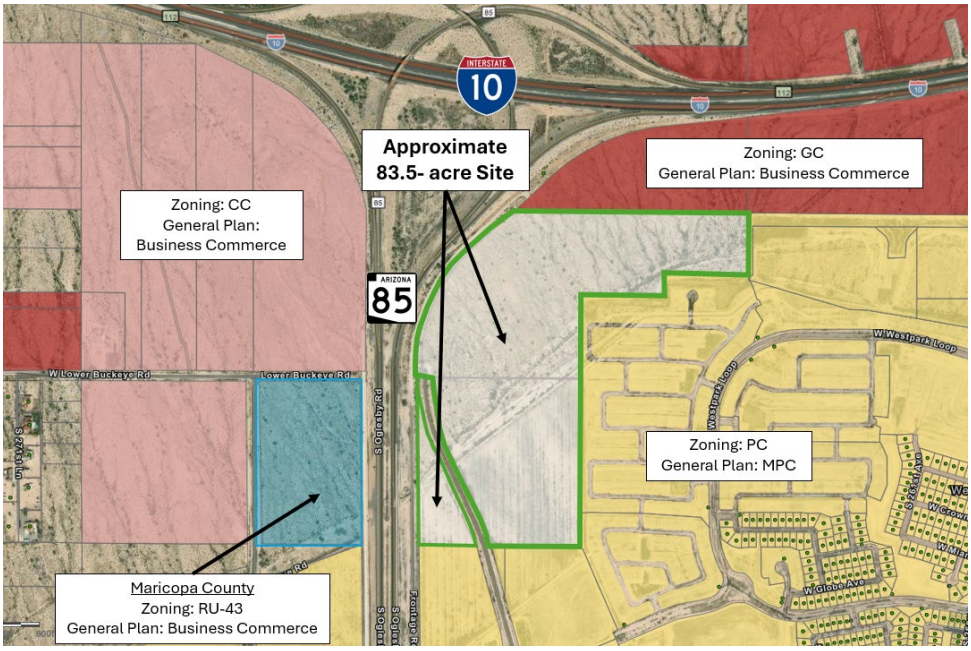


Exhibit A: Vicinity Map

The Site is an ideal location for the proposed development given its proximity to the AZ-85 and I-10 Freeways given the General Plan's vision for the surrounding context to develop with future Business Commerce land uses. Further, the proposed development will support existing and planned residential developments in the surrounding area by providing new employment opportunities.

C. PROPOSAL

As previously mentioned, Site is presently zoned as part of Maricopa County's RU-43 District, which allows one residential dwelling per acre. As such, the Site will likely be designated as Single-Family Residential 43 ("R1-43") upon annexation into the City. The intent is to rezone approximately 83.5 acres from R1-43 to BP, as shown in the image below.

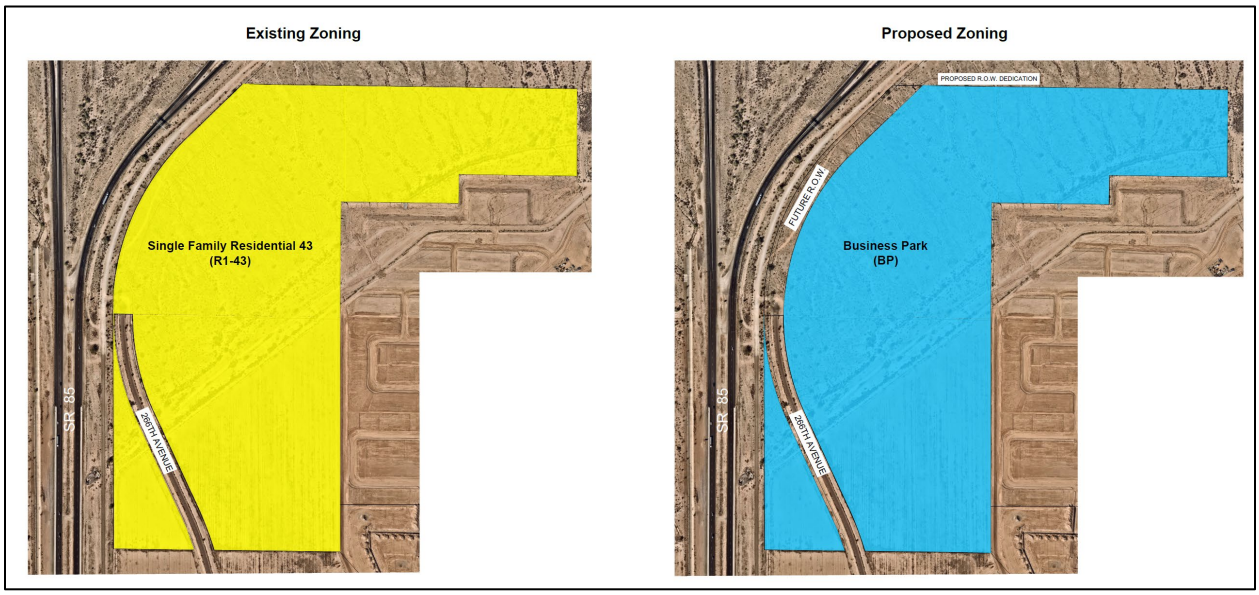


Exhibit B: Rezoning Exhibit

The purpose of this rezoning is to develop as an employment center with warehouse and distribution uses. Additional uses that could occur on the Site include a variety of commercial uses, light manufacturing and assembly, office, self-storage, wholesale, and more. The Site will hold seven (7) structures ranging in size from approximately 66,000 square feet to 284,000 square feet in size. Each structure will also contain office space to support the warehouse and distribution operation.

The development has been thoughtfully planned to respect the existing and future residential uses to the east, and the site plan has been carefully revised with this goal in mind. As shown on the site plan, the closest residential lot is approximately 194 feet from

our closest building. The remainder of our buildings are well over 200 feet from any residential lots. On the site plan submitted with this request, 266th Avenue has been reduced to accommodate an 80-foot roadway. The reduction in roadway width allowed the proposed structures to be shifted as far west on the Site as possible, providing large building setbacks adjacent to residential. The proposed buildings will be setback from the existing and future residential uses at varying degrees, ranging from +/-194 feet to nearly 400 feet.

Additionally, wherever possible, dock doors have been placed to the interior of the Site to mitigate views to the surrounding context. Large landscape setbacks will also serve as a buffer between the proposed development and residential uses. A copy of the previously proposed design is attached to this narrative as Appendix A.

Vehicular entry to the Site is also located away from residential areas and will be provided via 266th Avenue. The primary entry will have a monument sign and inviting landscaping that welcomes residents to the community. Overall, the circulation pattern has been designed to accommodate large trucks and ease the flow of traffic within the Site. The internal street system will be private and standard and trailer parking spaces will be provided throughout the Site to accommodate employees of the proposed development.

The proposed Business Park District is an appropriate land use for the Site, particularly given its adjacency to two major freeways. This location provides efficient access for employees, clients, and service vehicles, while also reducing the travel distance of large semi-trucks between the freeway and this needed land use. As a result, it enhances overall traffic circulation and safety, while also minimizing disturbances, noise, and vehicle emissions in more interior residential and commercial areas.

Importantly, the proposed use acts as a transitional buffer between the freeways and the planned residential development to the east. The Business Park District is a more compatible use in this context than a traditional commercial-retail center. Compared to restaurants, retail stores, and hospitality uses—which tend to generate higher traffic volumes, noise, and odors—the Business Park is expected to operate more quietly and with less environmental impact.

The conceptual site plan, submitted with this rezoning application, reinforces this compatibility. It shows the nearest building setback at least +/-194 feet from the adjacent residential neighborhood, with landscaped buffers along all shared property lines to enhance visual screening and reduce potential impacts. Furthermore, the site layout has been intentionally designed to direct semi-truck and large vehicle circulation away from residential properties.

D. PUBLIC UTILITIES & SERVICES

i. Water

Water service will be provided by the City of Buckeye. The nearest water mains exist in Broadway Road and Durango Street, east of Rooks Road. In order to serve the project, a water main extension will be required to extend from these locations to the project site.

ii. Wastewater

Wastewater service will be provided by the City of Buckeye. The nearest sanitary sewer main exists near the intersection of Southern Avenue and Rooks Road. A sanitary sewer extension is required to provide wastewater service to the site extending from this location.

iii. Fire Protection

The closest fire station in relation to the site is Buckeye Fire Department Station 706 located at 25821 W Magnolia Street, approximately 1 mile from the site.

iv. Police Protection

The closest police precinct in relation to the Site is located at 100 North Apache Road, approximately a six-mile drive.

E. PHASING

The intent is to construct the proposed development in three phases. Phase 1 will construct approximately 600,000 square feet of the proposed warehouse and distribution uses, Phase 2 will construct approximately 650,000 square feet, and Phase 3 will construct approximately 500,000 square feet. The first two phases will be constructed as spec developments and the third phase will be developed as Build-to-Suit options.

EXHIBIT A

Vicinity Map

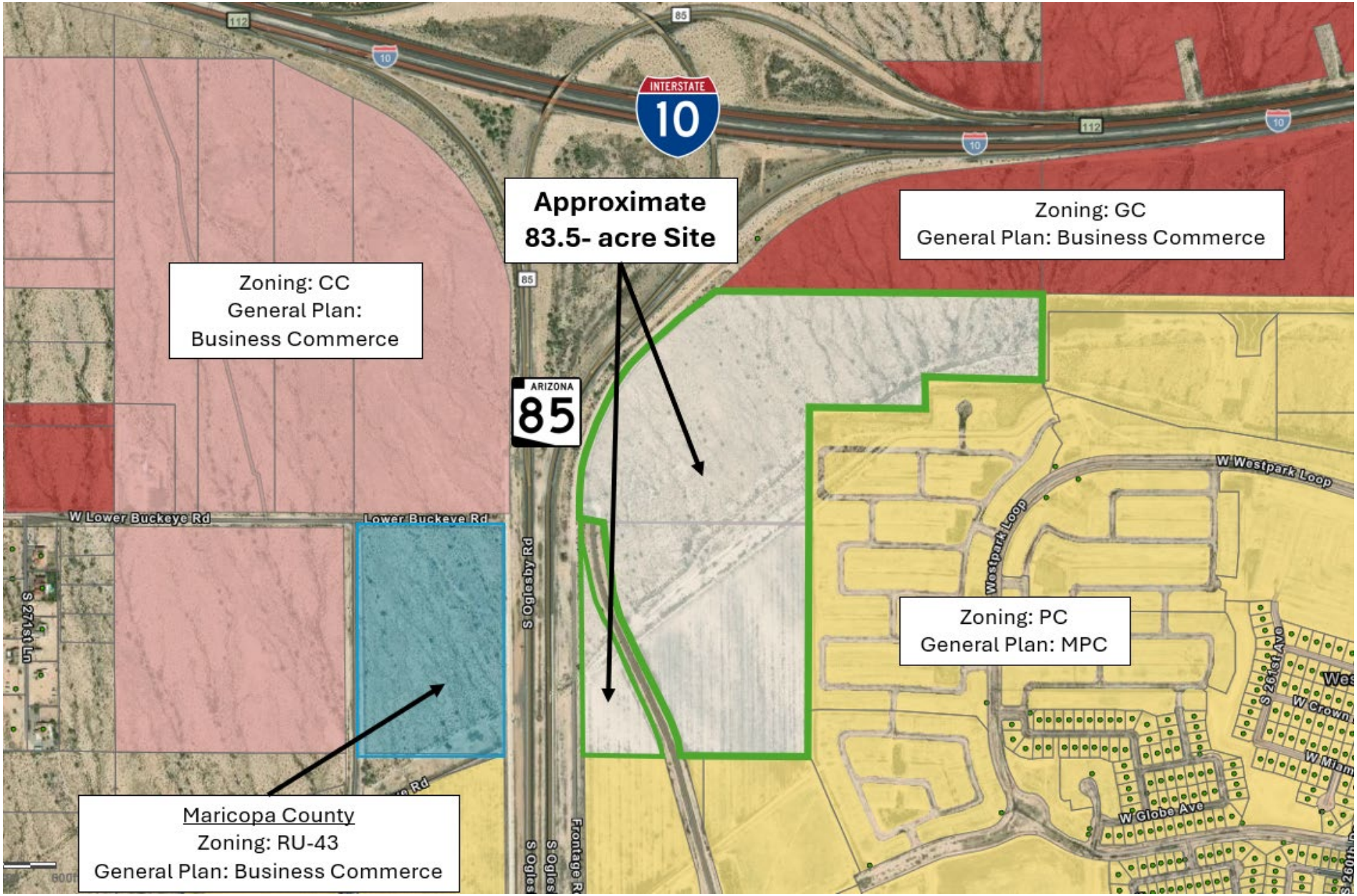
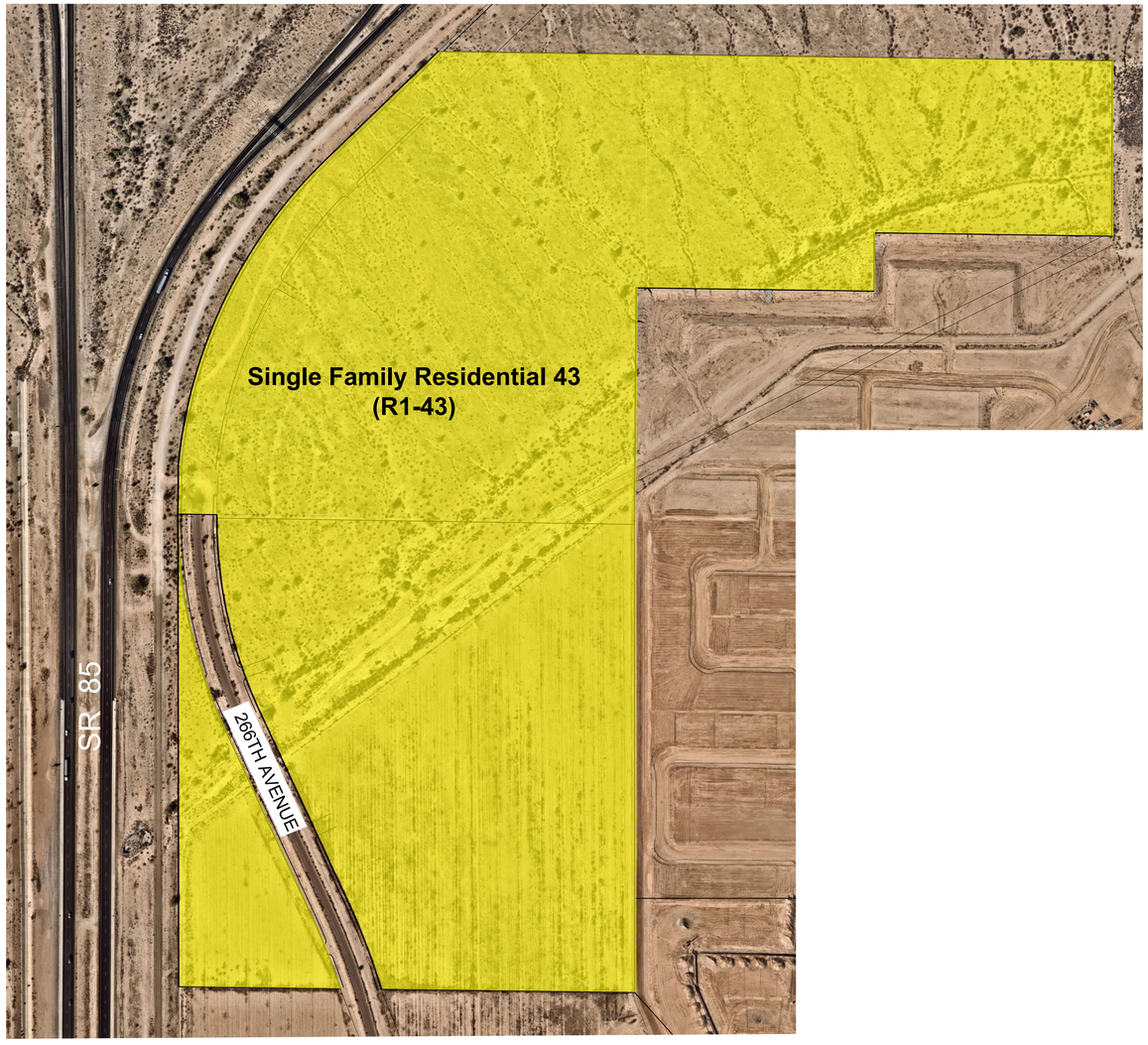

INTERSTATE
10
ARIZONA
85
Approximate
83.5- acre Site
Zoning: GC
General Plan: Business Commerce
Zoning: CC
General Plan:
Business Commerce
Zoning: PC
General Plan: MPC
Maricopa County
Zoning: RU-43
General Plan: Business Commerce
W Lower Buckeye Rd
Lower Buckeye Rd
S Oglesby Rd
W Westpark Loop
Westpark Loop
S 261st Ave
W Globe Ave
S 271st Ln

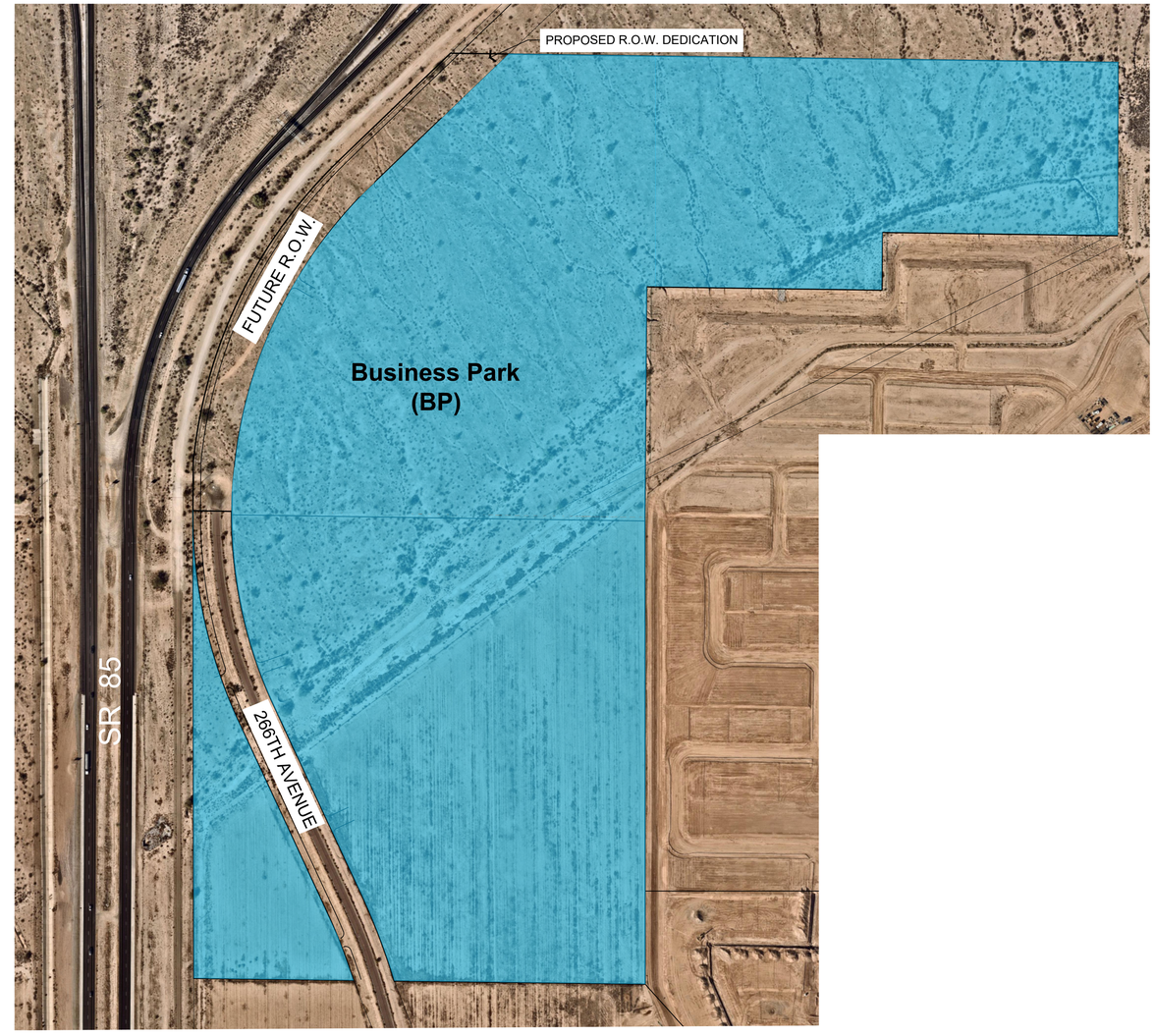
EXHIBIT B

Rezoning Exhibit

Existing Zoning



Proposed Zoning



Zoning Map

BUCKEYE 83

Proposed Business Park

Maricopa County, Arizona

24097.000_ST06 Zoning Submittal 12/01/2025

VIAWEST Group

Butler Design Group, Inc
architects & planners

EXHIBIT C

Legal Description

LEGAL DESCRIPTION

A PORTION OF THE SOUTH HALF OF SECTION 13 AND THE NORTH HALF OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PART 1:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 13 FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 13 BEARS NORTH 00˚37’23” EAST, A DISTANCE OF 2624.29 FEET;

THENCE SOUTH 89˚07’55” EAST, A DISTANCE OF 55.01 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 00˚28’00” EAST, A DISTANCE OF 137.39 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY WHOSE RADIUS BEARS SOUTH 84°26'46" EAST, A DISTANCE OF 1382.39 FEET;

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 40°10'06", AN ARC LENGTH OF 969.15 FEET;

THENCE NORTH 46˚06’01” EAST, A DISTANCE OF 445.58 FEET;

THENCE SOUTH 89˚12’48” EAST, A DISTANCE OF 1899.88 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 13;

THENCE ALONG SAID EAST LINE, SOUTH 00˚12’12” WEST, A DISTANCE OF 493.59 FEET;

THENCE LEAVING SAID EAST LINE, NORTH 89˚11’21” WEST, A DISTANCE OF 669.16 FEET;

THENCE SOUTH 00˚17’26” WEST, A DISTANCE OF 164.30 FEET;

THENCE NORTH 89˚10’55” WEST, A DISTANCE OF 669.77 FEET;

THENCE SOUTH 00˚25’17” WEST, A DISTANCE OF 657.00 FEET TO THE SOUTH LINE OF SAID SECTION 13;

Kimley»Horn
1661 E. CAMELBACK RD, SUITE 400
PHOENIX, AZ 85016
Tel. No. (602) 837-5511

CHAD W. HUBER
RLS 35316
chad.huber@kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	1 OF 5

LEGAL DESCRIPTION

THENCE LEAVING SAID SOUTH LINE, SOUTH 00˚01’43” EAST, A DISTANCE OF 1328.35 FEET;

THENCE NORTH 89˚15’47” WEST, A DISTANCE OF 714.31 FEET TO THE EASTERLY RIGHT OF WAY LINE OF 266TH AVENUE AS DESCRIBED IN DOCUMENT NO. 20090309254, RECORDS OF MARICOPA COUNTY, ARIZONA AND THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS BEARS SOUTH 73°18'31" WEST, A DISTANCE OF 1855.00 FEET;

THENCE NORTHERLY ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 08°09'34", AN ARC LENGTH OF 264.17 FEET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE, NORTH 24˚52’59” WEST, A DISTANCE OF 592.18 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY WHOSE RADIUS BEARS NORTH 65°06'54" EAST, A DISTANCE OF 1295.00 FEET;

THENCE ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 25°14'04", AN ARC LENGTH OF 570.35 FEET TO THE NORTH LINE OF SAID SECTION 24;

THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 88˚59’03” WEST, A DISTANCE OF 109.92 FEET TO THE POINT OF BEGINNING.

PART 1 CONTAINING 3,471,811 SQ.FT. OR 79.70 ACRES MORE OR LESS.

TOGETHER WITH;

PART 2:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 24 FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 24 BEARS SOUTH 00˚06’29” EAST, A DISTANCE OF 2662.90 FEET;

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	2 OF 5

LEGAL DESCRIPTION

THENCE SOUTH 89˚07’55” EAST, A DISTANCE OF 55.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID 266TH AVENUE, THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY WHOSE RADIUS BEARS SOUTH 89°35'42" EAST, A DISTANCE OF 1405.00 FEET AND THE POINT OF BEGINNING;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 25°16'57", AN ARC LENGTH OF 619.97 FEET;

THENCE SOUTH 24˚52’32” EAST, A DISTANCE OF 592.23 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS BEARS SOUTH 65°07'05" WEST, A DISTANCE OF 1745.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°01'22", AN ARC LENGTH OF 213.89 FEET;

THENCE NORTH 89˚16’15” WEST, A DISTANCE OF 454.87 FEET TO THE EAST RIGHT OF WAY LINE OF STATE ROUTE 85;

THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 00˚06’29” WEST, A DISTANCE OF 1331.54 FEET TO THE POINT OF BEGINNING.

PART 2 CONTAINING 242,871 SQ.FT. OR 5.58 ACRES MORE OR LESS.

TOTAL CONTAINING 3,714,682 SQ.FT. OR 85.28 ACRES MORE OR LESS.

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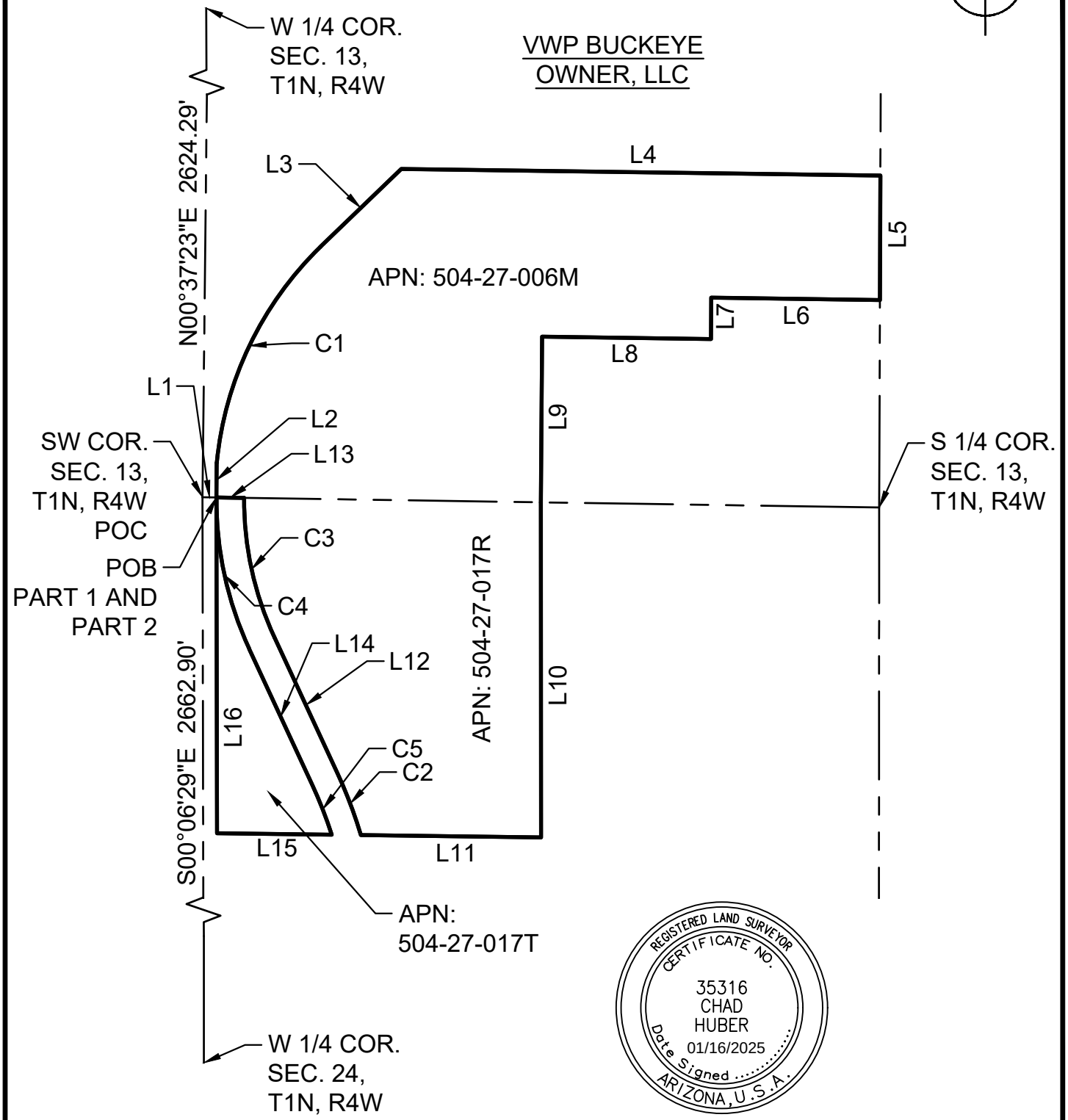
Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	3 OF 5

EXHIBIT A



REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35316
CHAD
HUBER
01/16/2025
Date Signed
ARIZONA, U.S.A.

Kimley»Horn

1661 E. CAMELBACK RD, SUITE 400
PHOENIX, AZ 85016

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RLS 35316
chad.huber@kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	4 OF 5

EXHIBIT A

NORTH

LINE TABLE

L1 = S89°07'55"E	55.01'
L2 = N00°28'00"E	137.39'
L3 = N46°06'01"E	445.58'
L4 = S89°12'48"E	1899.88'
L5 = S00°12'12"W	493.59'
L6 = N89°11'21"W	669.16'
L7 = S00°17'26"W	164.30'
L8 = N89°10'55"W	669.77'
L9 = S00°25'17"W	657.00'
L10 = S00°01'43"E	1328.35'
L11 = N89°15'47"W	714.31'
L12 = N24°52'59"W	592.18'
L13 = N88°59'03"W	109.92'
L14 = S24°52'32"E	592.23'
L15 = N89°16'15"W	454.87'
L16 = N00°06'29"W	1331.54'

CURVE TABLE

C1 = Δ = 40°10'06"
R - 1382.39'
L - 969.15'

C2 = Δ = 08°09'34"
R - 1855.00'
L - 264.17'

C3 = Δ = 25°14'04"
R - 1295.00'
L - 570.35'

C4 = Δ = 25°16'57"
R - 1405.00'
L - 619.97'

C5 = Δ = 7°01'22"
R - 1745.00'
L - 213.89'

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35316
CHAD
HUBER
01/16/2025
Date Signed
ARIZONA, U.S.A.

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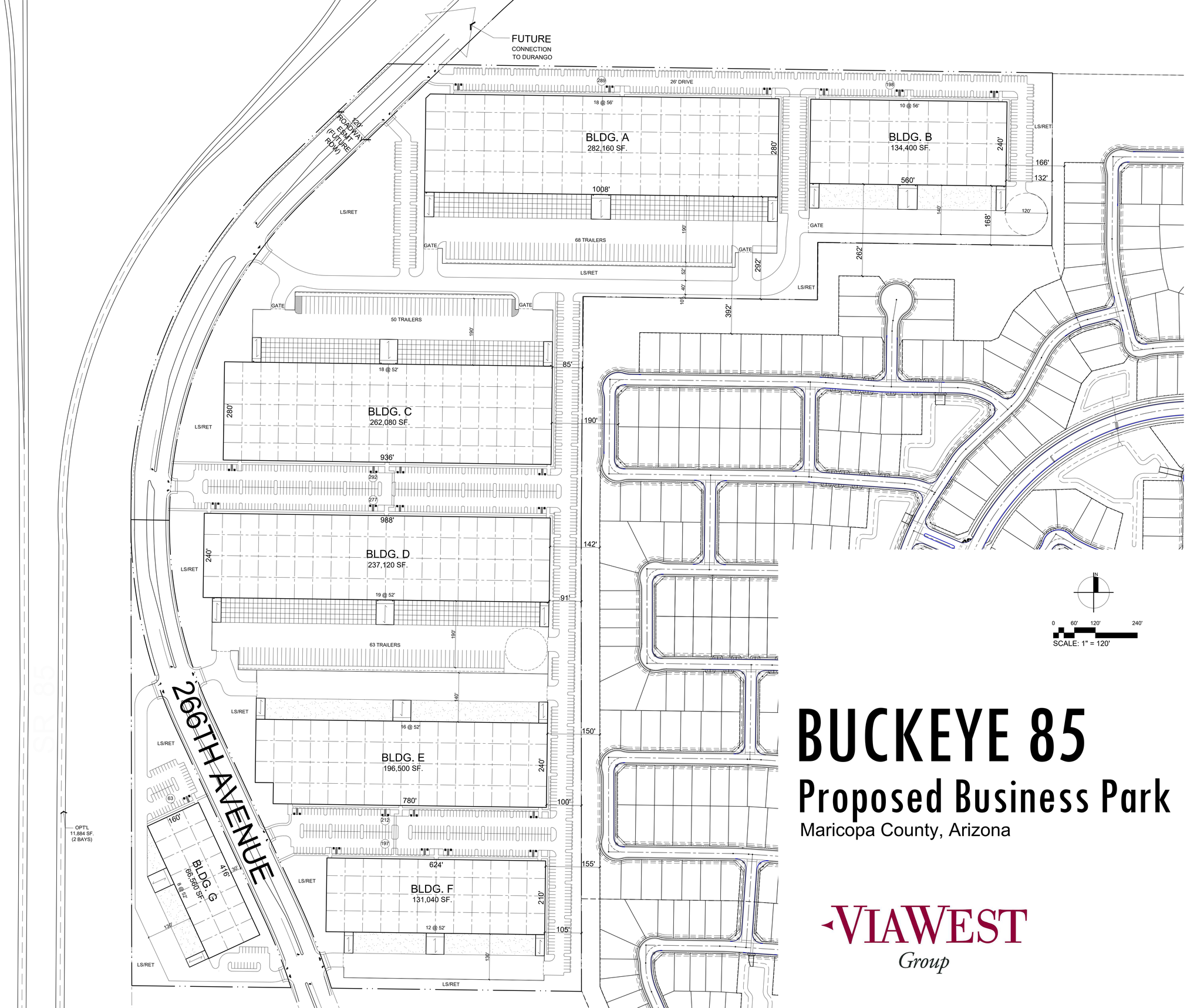
Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	5 OF 5

Appendix A

Alternative Site Plan



Site Data

Site Area:	3,535,624 S.F. (81.17 AC.)
Building Area:	1,309,860 S.F.
Coverage:	37.0%
Parking Provided:	1,528 Spaces
Parking Ratio:	1.2 / 1,000 S.F.

BUCKEYE 85

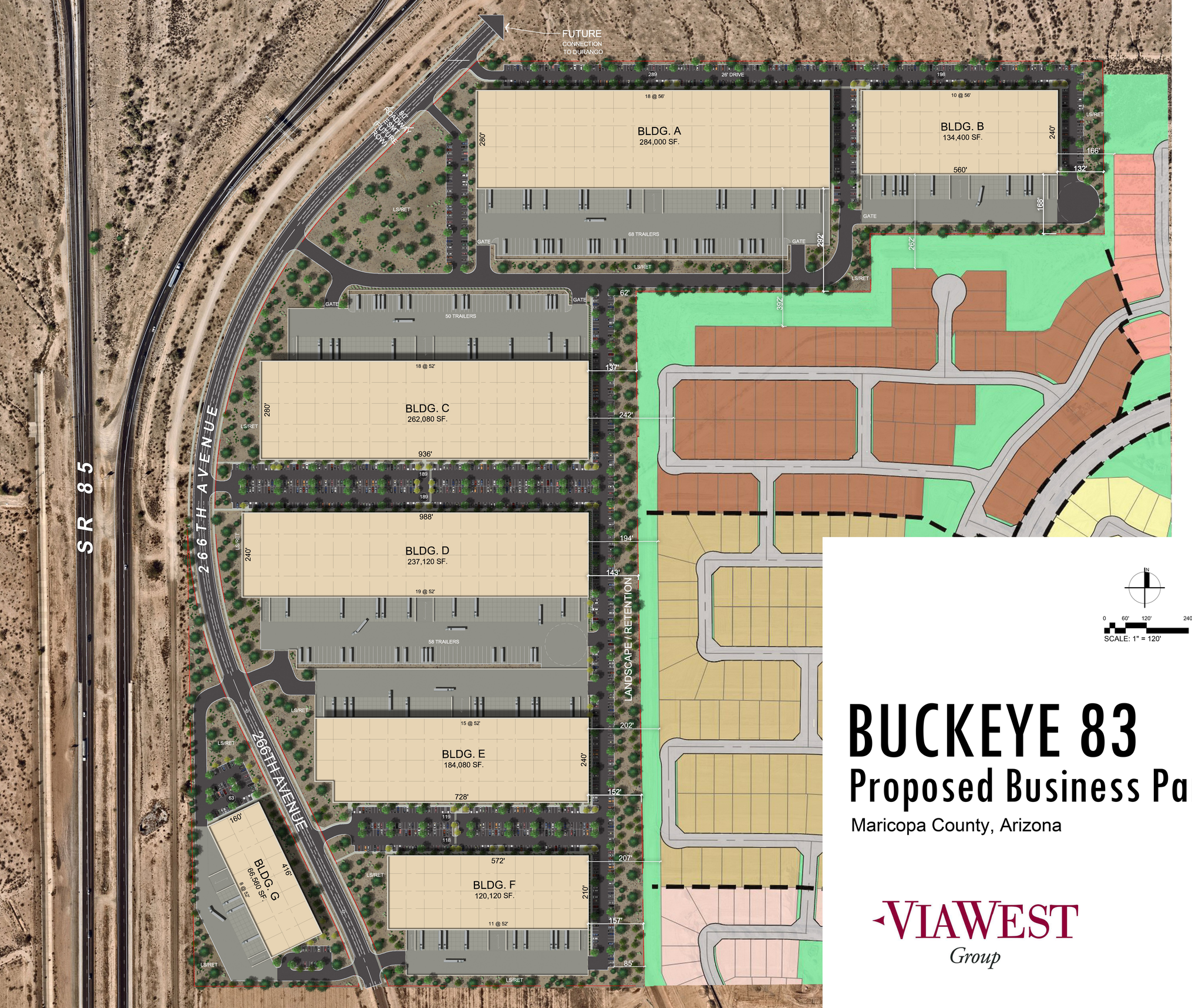
Proposed Business Park

Maricopa County, Arizona

24097.000_ST06-ALT 12/01/2025

VIAWEST Group

Butler Design Group, Inc
architects & planners



Site Data

Site Area:	3,630,438 S.F. (83.3 AC.)
Building Area:	1,288,760 S.F.
Coverage:	35.5%
Parking Provided:	1,506 Spaces
Parking Ratio:	1.17 / 1,000 S.F.

N

0 60' 120' 240'

SCALE: 1" = 120'

BUCKEYE 83

Proposed Business Park

Maricopa County, Arizona

24097.000_ST06 12/09/2025

VIAWEST Group

Butler Design Group, Inc
architects & planners

BUCKEYE 83

Citizen Participation Plan/Report
SEC of AZ-85 and the I-10

Case Number: PLZZ–25–0002

March 30, 2026

Prepared by:
Berry Riddell, LLC
Wendy Riddell, Esq.
Elyse DiMartino
6750 E. Camelback Road, #100
Scottsdale, AZ 85251

Overview

This Citizen Review Report is being performed in association with a request to rezone an approximate 85-acre property located at the southeast corner of the AZ-85 and I-10 interchange (the "Site") to the Business Park District ("BP") for a multi-phase employment center development. The proposed project would result in new, highly skilled employment opportunities within the community.

The development team recognizes the importance of community involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. The development team is dedicated to engaging with the community by telephone, mail, and meetings, outside of the required neighborhood meeting.

Community Involvement

1. Neighborhood Open House

Letters were sent to notify neighbors and interested parties of an in-person Neighborhood Open House that was held on February 19, 2026, at the Holiday Inn Express hotel. These letters were sent 15 days prior to the meeting. The Affidavit of Mailing Notice is attached as Exhibit A. The Neighborhood Open House provided information about the project and gave neighbors in attendance an opportunity to provide feedback to and ask questions of the development team about the proposal. Only two neighbors were in attendance. These neighbors were generally supportive and had questions related to project details and whether there would be direct access from the Site to the neighborhood.

The development team has continued to be accessible by phone and email following the Neighborhood Open House to ensure that surrounding property owners and neighbors have ongoing opportunities to comment and ask questions. The development team will keep the planning staff updated on the status of the Citizen Participation Plan.

2. Public Hearings

Letters were sent to notify neighbors and interested parties of upcoming public hearings to be held on April 14, 2026, and May 5, 2026, at the Buckeye City Council Chambers. These letters were sent 15 days prior to the hearings. The Affidavit of Mailing Notice is attached as Exhibit B. Signs were posted to notify the community about the date and time of public hearings. Proof of the sign posting is attached to this plan as Exhibit C. Additionally, surrounding property owners, HOAs and other interested parties within 500 feet were noticed via first class mail about the upcoming public hearings. Proof of the

mailing is attached to this plan as Exhibit D. A public hearing notice was also published in the Arizona Republic at least 15 days prior to public hearing. Proof of the Publication is attached to this plan as Exhibit E.

3. Outreach

Our outreach coordinator, Tom Bilsten with Bilsten Consulting, reached out to nearby businesses and property owners north and west of our Site. He also did outreach to the Westpark neighborhood and spoke with a member of the Westpark Community Association. He shared his contact information, details about our project, and graphics, so it could be shared with the other Westpark Community Association members. Finally, letters of support from nearby businesses and nearby property owners were submitted to City Staff and are attached here as Exhibit D.

EXHIBIT A

Notice of Mailing Affidavit for Neighborhood Meeting

Affidavit of Mailing Notice

Case Number:	PLZZ-25-0002 & PLZM-25-0008
Project Name:	Buckeye 83
Applicant Name:	Wendy Riddell - Berry Riddell LLC
Location:	SEC of SR 85 and I-10

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statue, the applicant for public hearings in the City of Buckeye shall secure the names and addresses of all property owners within 300 feet of all property lines of the subject application property either through a title company or the Maricopa County Assessor's web site and shall send the public hearing notice to each said owner no less than fifteen (15) days prior to the public hearing date.

I confirm that I secured the names and addresses of all property owners within 300 feet of all property lines of the subject application property either through a title company or the Maricopa County Assessor's web site and did send the public hearing notice to each said owner no less than fifteen (15) days prior to the public hearing

See attached copies of all sent letters and address lists.

Applicant's / Representative's signature: _____

SUBSCRIBED AND SWORN before me this 4th day of February, 2026, by: Wendy Riddell.

_____
Notary Public

My Commission Expires:
March 01, 2027

AIMEE BERGSTROM
Notary Public, State of Arizona
Maricopa County
Commission # 643460
My Commission Expires
March 01, 2027

February 4, 2026

Subject: Buckeye 83
Rezone (Case # PLZZ-25-0002)
Annexation (Case# PLZM-25-0008)

Dear Neighbor:

The purpose of this letter is to inform you that we have recently filed annexation and rezoning requests for an approximate 83.3-acre property located at the southeast corner of SR 85 and I-10 Freeway, annexation case number PLZM-25-0008 and rezoning case number PLZZ-25-0002.

The purpose of these requests is to annex into the City of Buckeye and modify the zoning from R1-43 (Large Lot Single Family) to BP (Business Park) to allow a multi-phase employment center development with warehouse and distribution uses. We would like to invite you to a neighborhood open house meeting to discuss the annexation and rezoning requests and the proposed development. For more information, please see the attached site plan and narrative.

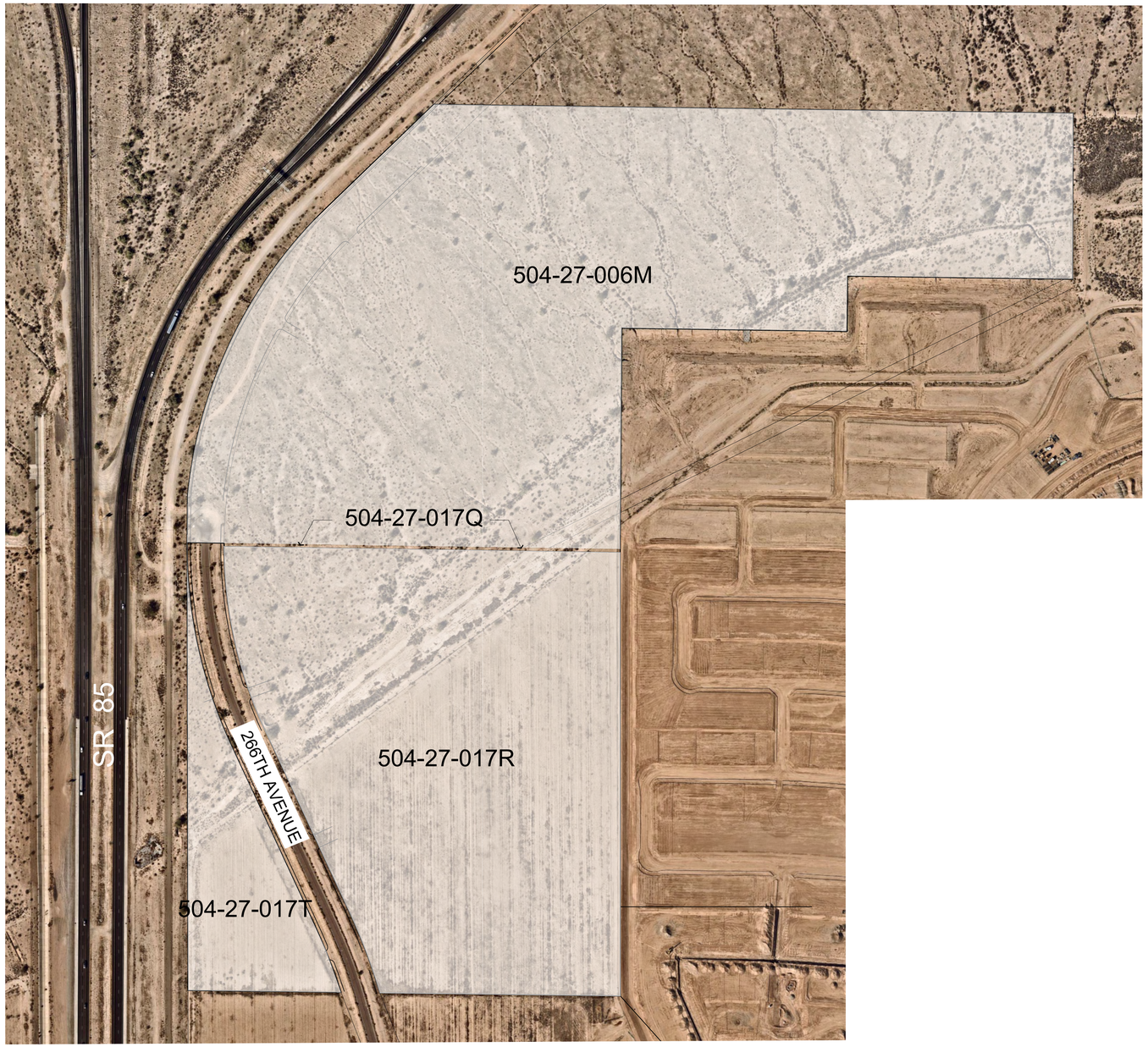
A neighborhood meeting will be held at the date, time and location listed below:

Date: February 19, 2026
Time: 5:00 PM
Location: Holiday Inn Express
445 S. Watson Road
Buckeye, AZ 85326

You are invited to attend this meeting to learn about the project, the proposed annexation, and proposed rezoning. If you are unable to attend, please contact me or one of my staff at ed@berryriddell.com or 480-682-3916 to learn more about the case. You may also contact Sean Banda, Senior Planner with the City of Buckeye, via email at sbanda@buckeyeaz.gov.

Sincerely,

Elyse DiMartino



Parcel Map

24097.000_ST06 Zoning Submittal 12/01/2025

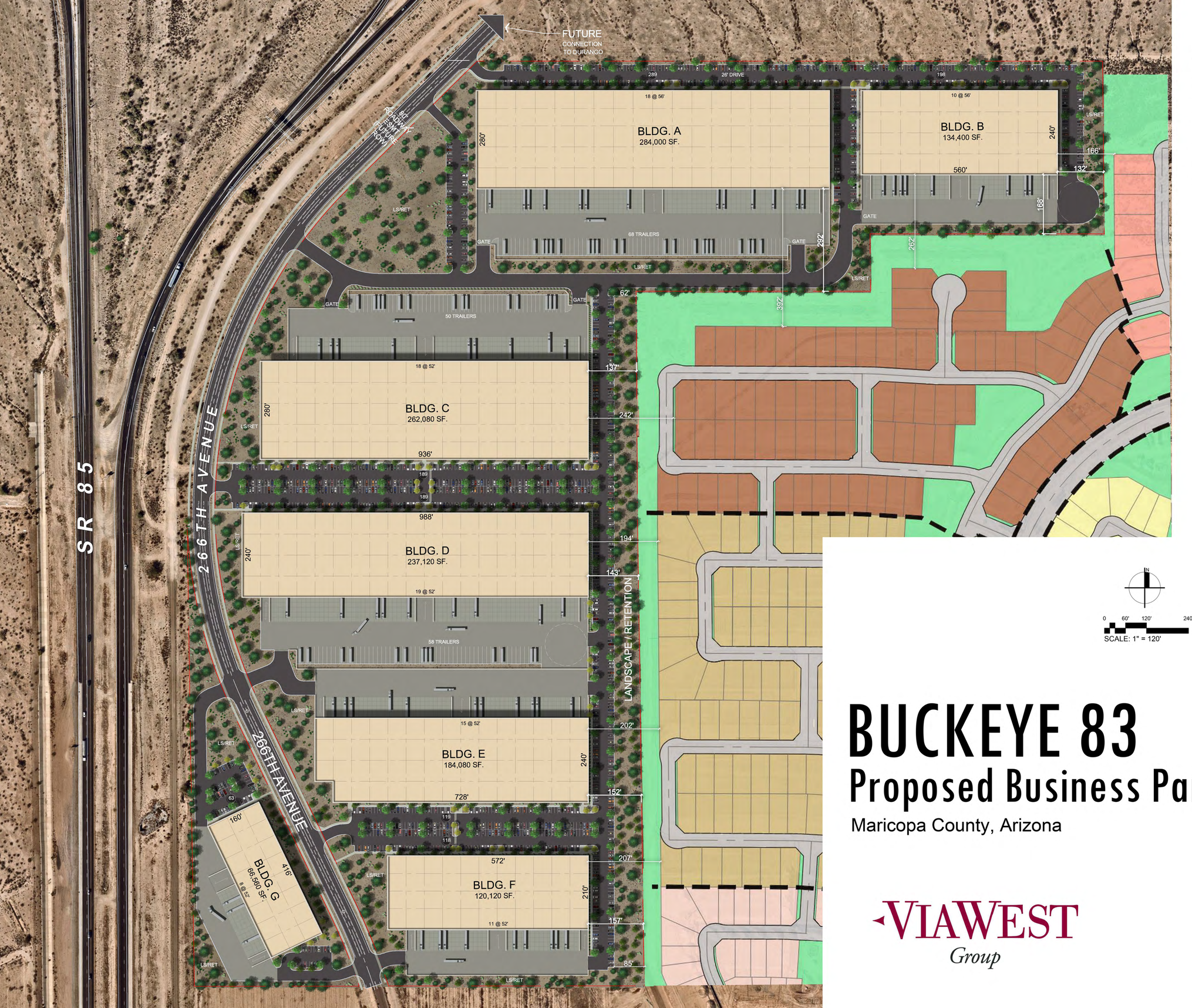
BUCKEYE 83

Proposed Business Park

Maricopa County, Arizona

VIAWEST Group

Butler Design Group, Inc
architects & planners



Site Data

Site Area:	3,630,438 S.F. (83.3 AC.)
Building Area:	1,288,760 S.F.
Coverage:	35.5%
Parking Provided:	1,506 Spaces
Parking Ratio:	1.17 / 1,000 S.F.

N

0 60' 120' 240'

SCALE: 1" = 120'

BUCKEYE 83

Proposed Business Park

Maricopa County, Arizona

24097.000_ST06 12/09/2025

VIAWEST Group

Butler Design Group, Inc
architects & planners

KEMF WP 2.3 LLC
PO BOX 10392
PHOENIX, AZ 85064

BLOSSOM INVESTMENTS LLC
3131 E CAMELBACK RD STE 310
PHOENIX, AZ 85016

VWP BUCKEYE OWNER LLC
2390 E CAMELBACK RD STE 305
PHOENIX, AZ 85016

KEMF WP COMMERCIAL LLC
PO BOX 10392
PHOENIX, AZ 85064

KEMF WP 3 EAST LLC
PO BOX 10392
PHOENIX, AZ 85064

D R HORTON INC
7689 E PINNACLE PEAK RD STE 200
SCOTTSDALE, AZ 85255

WESTPARK PHASE 2 2 COMMUNITY ASSOCIATION INC
7689 E PINNACLE PEAK RD STE 200
SCOTTSDALE, AZ 85255

CW-PARCEL 7N LLC
300 N 56TH ST STE 200
CHANDLER, AZ 85226

Westpark Community Association
4645 E Cotton Gin Loop
Phoenix, AZ 85040

EXHIBIT B

Notice of Mailing Affidavit for Public Hearings

Affidavit of Mailing Notice

Case Number: PLZZ-25-0002

Project Name: Buckeye 83

Applicant Name: Wendy Riddell - Berry Riddell LLC

Location: SEC of SR 85 and I-10

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statue, the applicant for public hearings in the City of Buckeye shall secure the names and addresses of all property owners within 500 feet of all property lines of the subject application property either through a title company or the Maricopa County Assessor's web site and shall send the public hearing notice to each said owner no less than fifteen (15) days prior to the public hearing date.

I confirm that I secured the names and addresses of all property owners within 500 feet of all property lines of the subject application property either through a title company or the Maricopa County Assessor's web site and did send the public hearing notice to each said owner no less than fifteen (15) days prior to the public hearing

See attached copies of all sent letters and address lists

Applicant's / Representative's signature: _____

SUBSCRIBED AND SWORN before me this 27 day of March, 2026, by:

Aimee Bergstrom

Notary Public

My Commission Expires:

March 01, 2027

AIMEE BERGSTROM
Notary Public, State of Arizona
Maricopa County
Commission # 643460
My Commission Expires
March 01, 2027

March 27, 2026

Subject: Buckeye 83
Rezone (Case # PLZZ-25-0002)

Dear Neighbor:

The purpose of this follow-up letter is to inform you that we have recently filed a rezoning request for an approximate 85-acre property located at the southeast corner of SR 85 and I-10 Freeway, rezoning case number PLZZ-25-0002, and hearings have now been set to review our cases.

Our request to modify the zoning from R1-43 (Large Lot Single Family) to BP (Business Park) would allow the proposed multi-phase employment center development.

The hearings for these cases are as follows:

Planning & Zoning Commission

Date: April 14, 2026
Time: 6:00 PM
Location: City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326

City Council

Date: May 5, 2026
Time: 6:00 PM
Location: City Council Chambers
530 East Monroe Avenue
Buckeye, AZ 85326

You are welcome to attend any or all of these meetings to learn about the project and proposed rezoning. If you are unable to attend, please feel free to contact me or one of my staff at ed@berryriddell.com or 480-682-3916 to learn more about the case. You may also contact Sean Banda, Senior Planner with the City of Buckeye, via email at sbanda@buckeyeaz.gov.

Sincerely,

Elyse DiMartino

Site Data

Site Area:	3,630,438 S.F. (83.3 AC.)
Building Area:	1,288,760 S.F.
Coverage:	35.5%
Parking Provided:	1,506 Spaces
Parking Ratio:	1.17 / 1,000 S.F.

SCALE: 1" = 120'

BUCKEYE 83

Proposed Business Park

Maricopa County, Arizona

24097.000_ST06 12/09/2025

VIAWEST Group

Butler Design Group, Inc
architects & planners

KEMF WP 2.3 LLC
PO BOX 10392
PHOENIX, AZ 85064

BLOSSOM INVESTMENTS LLC
3131 E CAMELBACK RD STE 310
PHOENIX, AZ 85016

VWP BUCKEYE OWNER LLC
2390 E CAMELBACK RD STE 305
PHOENIX, AZ 85016

CAREFREE BUCKEYE 196 LLC/BOEING V LLC
11811 N TATUM BLVD STE 4052
PHOENIX, AZ 85028

KEMF WP COMMERCIAL LLC
PO BOX 10392
PHOENIX, AZ 85064

KEMF WP 3 EAST LLC
PO BOX 10392
PHOENIX, AZ 85064

PAVILION HOLDINGS LLC/CAREFREE APEX 27 LLC
11811 N TATUM STE 4052
PHOENIX, AZ 85028

D R HORTON INC
7689 E PINNACLE PEAK RD STE 200
SCOTTSDALE, AZ 85255

WESTPARK PHASE 2 2 COMMUNITY ASSOCIATION INC
7689 E PINNACLE PEAK RD STE 200
SCOTTSDALE, AZ 85255

CW-PARCEL 7N LLC
300 N 56TH ST STE 200
CHANDLER, AZ 85226

DRH ENERGY INC
1341 HORTON CIR
ARLINGTON, TX 76011

Westpark Community Association
4645 E Cotton Gin Loop
Phoenix, AZ 85040

EXHIBIT C

Sign Posting Affidavits

AFFIDAVIT OF SIGN POSTING
City of Buckeye

Case No: PLZZ-25-0002 and PLZM25-0008
Project Name:
Applicant Name: BERRY RIDDELL
Location: SEC AZ-85 & I-10

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statue, the **applicant** for public hearing in the City of Buckeye shall post signs as Prescribed by the "City of Buckeye Site Posting Requirements." **It shall be the responsibility of the applicant to erect and to maintain the sign on the subject property and to update the hearing information on the sign until the final disposition of the case. It shall also be the responsibility of the applicant to remove the sign within 10 days after final disposition of the case.**

I confirm that the site has been posted as detailed by the City of Buckeye Site Posting Requirements for the case above and the site was posted at least fifteen (15) prior to the public hearing.

Applicant's/Representative's signature: Megan Riggs

SUBSCRIBED AND SWORN before me on 02/04/26

Notary Public:

Marybeth Conrad

My Commission Expires:

10-25-28

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 673441
My Comm. Expires Oct 25, 2028

City of Buckeye
NEIGHBORHOOD MEETING &
PUBLIC HEARING
NEIGHBORHOOD MEETING: February 19, 2026 @ 5:00 PM
LOCATION OF MEETING: Holiday Inn Express –
445 S. Watson Road, Buckeye, AZ 85326
Rezoning Planning and Zoning Commission: February 24, 2026 @ 6:00 PM
Annexation City Council Hearing: March 3, 2026 @ 6:00 PM
Annexation/Rezoning City Council Hearing: April 7, 2026 @ 6:00 PM
LOCATION OF HEARINGS:
Buckeye City Hall – Council Chambers
530 E Monroe Avenue, Buckeye, AZ 85326
REQUEST: Annexation into the City of Buckeye and
rezoning from R1-43 to BP
PROPOSAL: Multi-phase employment center development
with warehouse and distribution uses.
GENERAL LOCATION: SEC of the AZ-85 and the
I-10 freeway interchange
SIZE: 83.3-acres
Case #: PLZZ-25-0002 and PLZM25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the
Development Services Department:
Phone: 623-349-6211
Posting Date: 2/4/26
February 4, 2026 at 9:35 AM
+33.420718, -112.625124
E Connector Rd
Buckeye AZ 85326

City of Buckeye
NEIGHBORHOOD MEETING &
PUBLIC HEARING
NEIGHBORHOOD MEETING: February 19, 2026 @ 5:00 PM
LOCATION OF MEETING: Holiday Inn Express –
445 S. Watson Road, Buckeye, AZ 85326
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SIZE: 83.3-acres
Case #: PLZZ-25-0002 and PLZM25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the
Development Services Department:
Phone: 623-349-6211
Posting Date: 2/4/26
February 4, 2026 at 9:25 AM
+33.419098, -112.625013
E Connector Rd
Buckeye AZ 85326
Maps

City of Buckeye
NEIGHBORHOOD MEETING &
PUBLIC HEARING
NEIGHBORHOOD MEETING: February 19, 2026 @ 5:00 PM
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PROPOSAL: Multi-phase employment center development
with warehouse and distribution uses.
GENERAL LOCATION: SEC of the AZ-85 and the
I-10 freeway interchange
SIZE: 83.3-acres
Case #: PLZZ-25-0002 and PLZM25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the
Development Services Department:
Phone: 623-349-6211
Posting Date: 2/4/26
February 4, 2026 at 9:14 AM
+33.417476,-112.623669
E Connector Rd
Buckeye AZ 85326

AFFIDAVIT OF SIGN POSTING
City of Buckeye

Case No: PLZZ-25-0002 and PLZM25-0008
Project Name:
Applicant Name: BERRY RIDDELL
Location: SEC AZ-85 & I-10

In order to assist in providing adequate notice to interested parties and to meet Arizona State Statue, the **applicant** for public hearing in the City of Buckeye shall post signs as Prescribed by the "City of Buckeye Site Posting Requirements." **It shall be the responsibility of the applicant to erect and to maintain the sign on the subject property and to update the hearing information on the sign until the final disposition of the case. It shall also be the responsibility of the applicant to remove the sign within 10 days after final disposition of the case.**

I confirm that the site has been posted as detailed by the City of Buckeye Site Posting Requirements for the case above and the site was posted at least fifteen (15) prior to the public hearing.

Applicant's/Representative's signature: Megan Liggett

SUBSCRIBED AND SWORN before me on 03/30/26

Notary Public: Marybeth Conrad

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 673441
My Comm. Expires Oct 25, 2028

My Commission Expires: 10-25-28

City of Buckeye
NEIGHBORHOOD MEETING &
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LOCATION OF HEARINGS:
Buckeye City Hall – Council Chambers
530 E Monroe Avenue, Buckeye, AZ 85326
REQUEST: Annexation into the City of Buckeye and
rezoning from R1-43 to BP
PROPOSAL: Multi-phase employment center development
GENERAL LOCATION: SEC of the AZ-85 and the
I-10 freeway interchange
ANNEXATION SIZE: Approx. 85 Acres REZONING SIZE: Approx 85 acres
Case #: PLZZ-25-0002 and PLZM-25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the
Development Services Department:
Phone: 623-349-6215
Posting Date: 2/4/26
Updated: 3/27/26
10
Maps
March 30, 2026 at 6:07 PM
+33.424098,-112.623950
Buckeye AZ 85326

City of Buckeye
NEIGHBORHOOD MEETING & PUBLIC HEARING
NEIGHBORHOOD MEETING: February 19, 2026 @ 5:00 PM
LOCATION OF MEETING: Holiday Inn Express – 445 S. Watson Road, Buckeye, AZ 85326
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LOCATION OF HEARINGS:
Buckeye City Hall – Council Chambers
530 E Monroe Avenue, Buckeye, AZ 85326
REQUEST: Annexation into the City of Buckeye and rezoning from R1-43 to BP
PROPOSAL: Multi-phase employment center development
GENERAL LOCATION: SEC of the AZ-85 and the I-10 freeway interchange
ANNEXATION SIZE: Approx. 85 Acres REZONING SIZE: Approx 85 acres
Case #: PLZZ-25-0002 and PLZM-25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the Development Services Department:
Phone: 623-349-6215
Posting Date: 2/4/26
Updated: 3/27/26
March 30, 2026 at 6:03 PM
+33.422515,-112.625339
Olgelsby Rd
Buckeye AZ 85326
Maps

City of Buckeye
NEIGHBORHOOD MEETING &
PUBLIC HEARING
NEIGHBORHOOD MEETING: February 19, 2026 @ 5:00 PM
LOCATION OF MEETING: Holiday Inn Express –
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I-10 freeway interchange
ANNEXATION SIZE: Approx. 85 Acres REZONING SIZE: Approx 85 acres
Case #: PLZZ-25-0002 and PLZM-25-0008
APPLICANT/CONTACT: Wendy Riddell – Berry Riddell, LLC
PHONE: 480-682-3916
For additional information, please contact the
Development Services Department:
Phone: 623-349-6215
Posting Date: 2/4/26
Updated: 3/27/26
March 30, 2026 at 6:00 PM
+33.419096,-112.625054
E Connector Rd
Buckeye AZ 85326
Maps

EXHIBIT D

Newspaper Publication Affidavits

LocaliQ
Arizona
GANNETT

PO Box 632099, Cincinnati, OH 45263-2099

AFFIDAVIT OF PUBLICATION

Berry Riddell LLC
6750 E Camelback Road, Suite 100
Scottsdale AZ 85251

STATE OF WISCONSIN, COUNTY OF BROWN

The Arizona Business Gazette Republic Edition, a newspaper published in the city of Phoenix and general circulation in the counties of Pima, Maricopa, Coconino and Pinal, State of Arizona, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

PNI AZ Business Gazette Rep Ed 03/28/2026
PNI azcentral.com 03/28/2026

and that the fees charged are legal.
Sworn to and subscribed before on 03/28/2026

Legal Clerk

Nicole Jacobs
Notary, State of WI, County of Brown

8-21-26
My commission expires

Publication Cost:	$467.00	
Tax Amount:	$0.00	
Payment Cost:	$467.00	
Order No:	12193764	# of Copies:
Customer No:	1584628	0
PO #:	LAZS0485704	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

NICOLE JACOBS
Notary Public
State of Wisconsin

NOTICE IS HEREBY GIVEN that the City of Buckeye Planning and Zoning Commission will hold a public hearing on Tuesday, April 14, 2026, and the City Council will hold a public hearing on Tuesday, May 5, 2026, both hearings will be held at the City Council Chambers, located at 530 E Monroe Avenue at 6:00 p.m., for the purpose of hearing all persons for or against the following request: Case No. PLZZ-25-0002: Request by Berry Riddell LLC for the approval of a Rezone of approximately 85 acres to BP to allow a multi-phase employment center development located at the southeast corner of the AZ-85 and the I-10, Buckeye, AZ. For additional information, please contact the Development Services Department at (623) 349-6215.
March 28 2026
LAZS0485704

EXHIBIT E

Letters of Support

QuikTrip® Corporation
PHOENIX DIVISION
1116 East Broadway Road
Tempe, AZ 85282

Buckeye Planning & Zoning Department
530 E. Monroe Ave.
Buckeye, AZ 85326

Re: Case #PLZZ-25-0002

Members of the Buckeye Planning Commission and City Council,

Please accept this letter as our support for the Business Park rezoning and annexation of the ViaWest, Buckeye 83 development project. This project will have a positive impact on the local economy and is an appropriate transition for this location, adjacent to the I 10 and SR 85. As a business less than a mile away from this proposed development, we support smart growth and we look forward to continuing to serve this community. Thank you for your continued support.

Sincerely,

Daniel Chambers
QuikTrip Corporation
1116 E. Broadway Rd.
Tempe, AZ 85282
daniel.chambers@quiktrip.com

Proudly Family Owned and Operated by
Barnett Management Company

Burger King #9984
(S. Miller Rd. @ I-10 Fwy)
1552 S. Miller Rd. Buckeye, AZ 85326

Text: **"BARNETTMGT"** to **85000**
Career Page: **www.barnettjobs.com**
Telephone: **(623) 386-2796**
Email: **9984@barnettmgt.com**

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: burger King

Name: Omar Ibarra

Address: 1552 S Miller RD

Date: 2/12/26

Chevron EXIT: 114
Speedsmart 112 INC.
2075 S. Miller Rd
Buckeye, AZ 8532

Ph: 623.474.6262
Fx: 623.474.6555
email: choice1phoenix@yahoo.com

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: Chevron.

Name: Ali Gaudour.

Address: 2075 S. Miller Rd

Date: 02.12.2026

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: Five Below

Name: Madison Todd

Address: 2150 S Miller Rd.

Date: 02/12/2026

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

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Business Name: Fry's food

Name: Dylan Blanchard

Address: 4285 w Miller Rd

Date: 2-12-26

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: OReilly Auto parts

Name: Robert O'Keefe

Address: 4910 S miller RD

Date: 2/12/26

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: Rooftop on Miller

Name: [illegible]

Address: 4370 S. Miller Rd., Buckeye, AZ, 85324

Date: 2/12/26

BeMobile Isaiah L

Verizon Authorized Retailer

sl-buckeye@bemobile.com
O 623 663 3617

Buckeye
4455 S Miller Rd.
Suite 101
Buckeye, AZ 85326

verizon

Letter of Support

Re: Buckeye 83

Buckeye Planning Commission and City Council,

As a business in Buckeye, I'm writing in **SUPPORT** of the proposed annexation and rezoning of the land at the southeast corner of SR 85 and the I-10. This project will have a direct and significant positive impact on our local economy and will benefit the long-term health and growth of my business by providing jobs and infrastructure to our growing community.

This is a smart, forward-looking project that pairs private investment with long-term public benefit and fits within the City's General Plan. I urge you to support ViaWest Group's rezoning application and annexation into the City of Buckeye.

Business Name: Bemobile

Name: Isaiah Lindsay

Address: 4455 S Miller Rd suite 101

Date: 2/12/26

QuikTrip® Corporation
PHOENIX DIVISION
1116 East Broadway Road
Tempe, AZ 85282

Buckeye Planning & Zoning Department
530 E. Monroe Ave.
Buckeye, AZ 85326

Re: Case #PLZZ-25-0002

Members of the Buckeye Planning Commission and City Council,

Please accept this letter as our support for the Business Park rezoning and annexation of the ViaWest, Buckeye 83 development project. This project will have a positive impact on the local economy and is an appropriate transition for this location, adjacent to the I 10 and SR 85. As a business less than a mile away from this proposed development, we support smart growth and we look forward to continuing to serve this community. Thank you for your continued support.

Sincerely,

Daniel Chambers
QuikTrip Corporation
1116 E. Broadway Rd.
Tempe, AZ 85282
daniel.chambers@quiktrip.com

WHEN RECORDED, RETURN TO:

City of Buckeye
ATTN: City Clerk, Lucinda J. Aja
530 East Monroe Avenue
Buckeye, Arizona 85326

ORDINANCE NO. 13-26

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, AMENDING THE ZONING MAP OF THE CITY OF BUCKEYE FOR APPROXIMATELY 85 ACRES GENERALLY LOCATED AT THE SOUTHEAST CORNER OF INTERSTATE 10 AND STATE ROUTE 85 FROM SINGLE FAMILY RESIDENTIAL (R1-43) TO BUSINESS PARK (BP).

WHEREAS, by adoption of this Ordinance, the Council desires to amend the Zoning Map of the City of Buckeye by amending the zoning of approximately 85 acres of real property located at the southeast corner of Interstate 10 and State Route 85 from Single Family Residential (R1-43) to Business Park (BP); and

WHEREAS, all required notices of the public hearings scheduled on this zoning request were provided pursuant to the Development Code of the City of Buckeye and State law; and

WHEREAS, the City of Buckeye Planning & Zoning Commission held a public hearing on April 14, 2026, and recommended approval of this zoning change; and

WHEREAS, in accordance with Article II, Sections 1 and 2 of the Constitution of Arizona, the Council has considered the individual property rights and personal liberties of the residents of the City before adopting this ordinance; and

WHEREAS, the recommended zoning changes are consistent with and conform to the General Plan.

BE IT ORDAINED, by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The foregoing recitals are incorporated as if fully set forth herein.

Section 2. The Zoning Map of the City of Buckeye is hereby amended by amending the zoning of approximately 85 acres of real property, as legally described and depicted in Exhibit A attached hereto and incorporated herein by reference, (the "Property") from Single Family Residential (R1-43) to Business Park (BP), subject to conditions (a) through (k) as provided on the attached Exhibit B, incorporated by this reference.

Section 3. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps and execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Attachments:
Exhibit A: Legal Description and Depiction of the Land
Exhibit B: Conditions of Approval

EXHIBIT A

Legal Description and Depiction of the Land

(Consisting of the following 5 pages)

LEGAL DESCRIPTION

A PORTION OF THE SOUTH HALF OF SECTION 13 AND THE NORTH HALF OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PART 1:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 13 FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 13 BEARS NORTH 00˚37’23” EAST, A DISTANCE OF 2624.29 FEET;

THENCE SOUTH 89˚07’55” EAST, A DISTANCE OF 55.01 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 00˚28’00” EAST, A DISTANCE OF 137.39 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY WHOSE RADIUS BEARS SOUTH 84°26'46" EAST, A DISTANCE OF 1382.39 FEET;

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 40°10'06", AN ARC LENGTH OF 969.15 FEET;

THENCE NORTH 46˚06’01” EAST, A DISTANCE OF 445.58 FEET;

THENCE SOUTH 89˚12’48” EAST, A DISTANCE OF 1899.88 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 13;

THENCE ALONG SAID EAST LINE, SOUTH 00˚12’12” WEST, A DISTANCE OF 493.59 FEET;

THENCE LEAVING SAID EAST LINE, NORTH 89˚11’21” WEST, A DISTANCE OF 669.16 FEET;

THENCE SOUTH 00˚17’26” WEST, A DISTANCE OF 164.30 FEET;

THENCE NORTH 89˚10’55” WEST, A DISTANCE OF 669.77 FEET;

THENCE SOUTH 00˚25’17” WEST, A DISTANCE OF 657.00 FEET TO THE SOUTH LINE OF SAID SECTION 13;

Kimley»Horn
1661 E. CAMELBACK RD, SUITE 400
PHOENIX, AZ 85016
Tel. No. (602) 837-5511

CHAD W. HUBER
RLS 35316
chad.huber@kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	1 OF 5

LEGAL DESCRIPTION

THENCE LEAVING SAID SOUTH LINE, SOUTH 00˚01’43” EAST, A DISTANCE OF 1328.35 FEET;

THENCE NORTH 89˚15’47” WEST, A DISTANCE OF 714.31 FEET TO THE EASTERLY RIGHT OF WAY LINE OF 266TH AVENUE AS DESCRIBED IN DOCUMENT NO. 20090309254, RECORDS OF MARICOPA COUNTY, ARIZONA AND THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS BEARS SOUTH 73°18'31" WEST, A DISTANCE OF 1855.00 FEET;

THENCE NORTHERLY ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 08°09'34", AN ARC LENGTH OF 264.17 FEET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE, NORTH 24˚52’59” WEST, A DISTANCE OF 592.18 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY WHOSE RADIUS BEARS NORTH 65°06'54" EAST, A DISTANCE OF 1295.00 FEET;

THENCE ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 25°14'04", AN ARC LENGTH OF 570.35 FEET TO THE NORTH LINE OF SAID SECTION 24;

THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 88˚59’03” WEST, A DISTANCE OF 109.92 FEET TO THE POINT OF BEGINNING.

PART 1 CONTAINING 3,471,811 SQ.FT. OR 79.70 ACRES MORE OR LESS.

TOGETHER WITH;

PART 2:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 24 FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 24 BEARS SOUTH 00˚06’29” EAST, A DISTANCE OF 2662.90 FEET;

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PHOENIX, AZ 85016
Tel. No. (602) 837-5511

CHAD W. HUBER
RLS 35316
chad.huber@kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	2 OF 5

LEGAL DESCRIPTION

THENCE SOUTH 89˚07’55” EAST, A DISTANCE OF 55.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID 266TH AVENUE, THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY WHOSE RADIUS BEARS SOUTH 89°35'42" EAST, A DISTANCE OF 1405.00 FEET AND THE POINT OF BEGINNING;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 25°16'57", AN ARC LENGTH OF 619.97 FEET;

THENCE SOUTH 24˚52’32” EAST, A DISTANCE OF 592.23 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS BEARS SOUTH 65°07'05" WEST, A DISTANCE OF 1745.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°01'22", AN ARC LENGTH OF 213.89 FEET;

THENCE NORTH 89˚16’15” WEST, A DISTANCE OF 454.87 FEET TO THE EAST RIGHT OF WAY LINE OF STATE ROUTE 85;

THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 00˚06’29” WEST, A DISTANCE OF 1331.54 FEET TO THE POINT OF BEGINNING.

PART 2 CONTAINING 242,871 SQ.FT. OR 5.58 ACRES MORE OR LESS.

TOTAL CONTAINING 3,714,682 SQ.FT. OR 85.28 ACRES MORE OR LESS.

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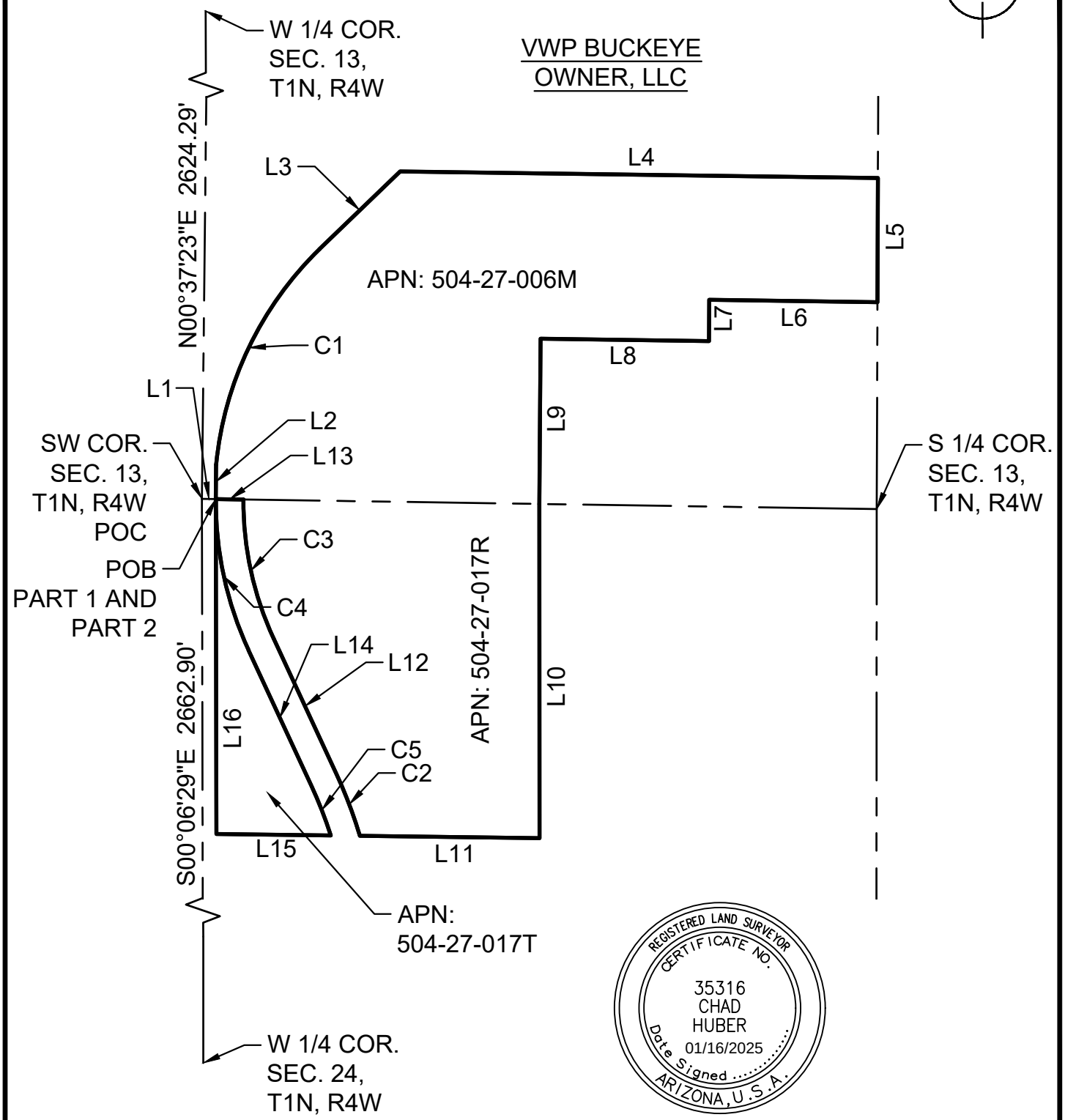
Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	3 OF 5

EXHIBIT A



REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35316
CHAD
HUBER
01/16/2025
Date Signed
ARIZONA, U.S.A.

Kimley»Horn

1661 E. CAMELBACK RD, SUITE 400
PHOENIX, AZ 85016

Tel. No. (602) 837-5511

CHAD W. HUBER
RLS 35316
chad.huber@kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	4 OF 5

EXHIBIT A

NORTH

LINE TABLE

L1 = S89°07'55"E	55.01'
L2 = N00°28'00"E	137.39'
L3 = N46°06'01"E	445.58'
L4 = S89°12'48"E	1899.88'
L5 = S00°12'12"W	493.59'
L6 = N89°11'21"W	669.16'
L7 = S00°17'26"W	164.30'
L8 = N89°10'55"W	669.77'
L9 = S00°25'17"W	657.00'
L10 = S00°01'43"E	1328.35'
L11 = N89°15'47"W	714.31'
L12 = N24°52'59"W	592.18'
L13 = N88°59'03"W	109.92'
L14 = S24°52'32"E	592.23'
L15 = N89°16'15"W	454.87'
L16 = N00°06'29"W	1331.54'

CURVE TABLE

C1 = Δ = 40°10'06"
R - 1382.39'
L - 969.15'

C2 = Δ = 08°09'34"
R - 1855.00'
L - 264.17'

C3 = Δ = 25°14'04"
R - 1295.00'
L - 570.35'

C4 = Δ = 25°16'57"
R - 1405.00'
L - 619.97'

C5 = Δ = 7°01'22"
R - 1745.00'
L - 213.89'

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35316
CHAD
HUBER
01/16/2025
Date Signed
ARIZONA, U.S.A.

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	KEG	CWH	01/14/2025	191002017	5 OF 5

EXHIBIT B

Conditions of Approval

a. The property owner/s and their successor waive any and all claims for diminution in value of the property with regard to any action taken by City of Buckeye as result of this approval.

b. Based upon the conceptual site plan included as Exhibit E to this rezoning, the project's site plan application shall provide for an average building floor area not to exceed 200,000 square feet.

c. The project's site plan application shall provide landscape buffering adjacent to planned single-family residential commensurate with the conceptual site plan provided with this rezoning submittal and attached as Exhibit E to the staff report.

d. Prior to approval of a site plan or pre-plat, a Traffic Impact Analysis is required to be submitted and approved. All requirements of the Traffic Impact Analysis shall be reflected on the approved construction drawings.

e. Prior to the issuance of the first permit for the property, the Property Owner/Developer shall pay a pro rata share cost of up to nine (9) regional future traffic signals to be installed within this section of land. The pro rata share is based on a ratio of the project acreage to the developable acreage within the section. The sectional contribution is to be based on the following allocation of costs: (i) 25 percent share of four (4) possible signals at arterial street intersections; (ii) 50 percent share of four (4) possible signals at half-mile collector street intersections or project entries; and (iii) 100 percent share of one (1) possible signal internal to this project. The cost shall be based on an anticipated signal cost as determined by the City.

f. All non-regional traffic signals that are required by this project shall be funded and constructed by this project prior to C of O.

g. All regional traffic signals required by this project shall be constructed by this project prior to C of O. This may have a reimbursable component from the regional signal fees collected by the City from other parcels per City Engineer approval.

h. All medians required for controlling site access shall be constructed with this development.

i. In the event that access to and within the project is deemed a threat to public safety and security by the City, the City has broad authority to take such action as it deems necessary to address such a threat until such time as the Property Owner/Developer eliminates the safety concerns to the City's satisfaction. The Property Owner/Developer is responsible for revising the roadway and access layout to alleviate the City's concerns with respect to public safety and security. Any such changes will be considered a minor change to existing site plan approvals and shall be approved by the City.

j. ITS conduits (2 7-way micro-ducts) must be installed along 266th Avenue per City standards, including any necessary splice boxes.

k. Driveway spacing and storage requirements shall be per Table 1 of the COB Engineering Design Standards (EDS) Section 6-3.

Buckeye 83 Rezone

Case PLZZ-25-0002

City Council

May 5, 2026

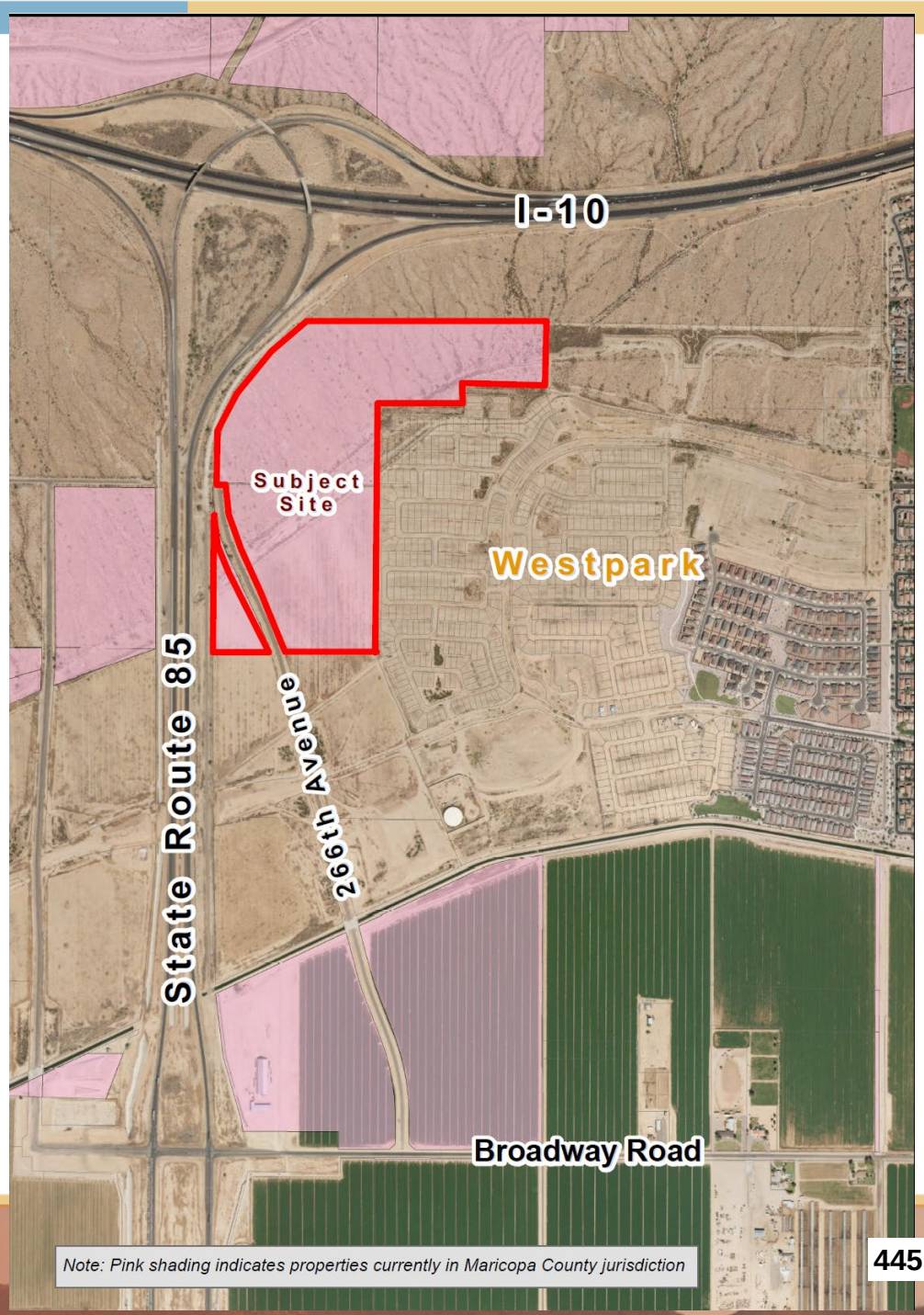
BUCKEYE
ARIZONA
buckeyeaz.gov

Project Overview

- **Applicant:** Wendy Riddell of Berry Riddell LLC, on behalf of property owner, VWP Buckeye Owner LLC
- **Location:** SEC of I-10 and SR 85
- **Request:** Rezone from SF-43 to BP
- **Size:** +/- 85 acres

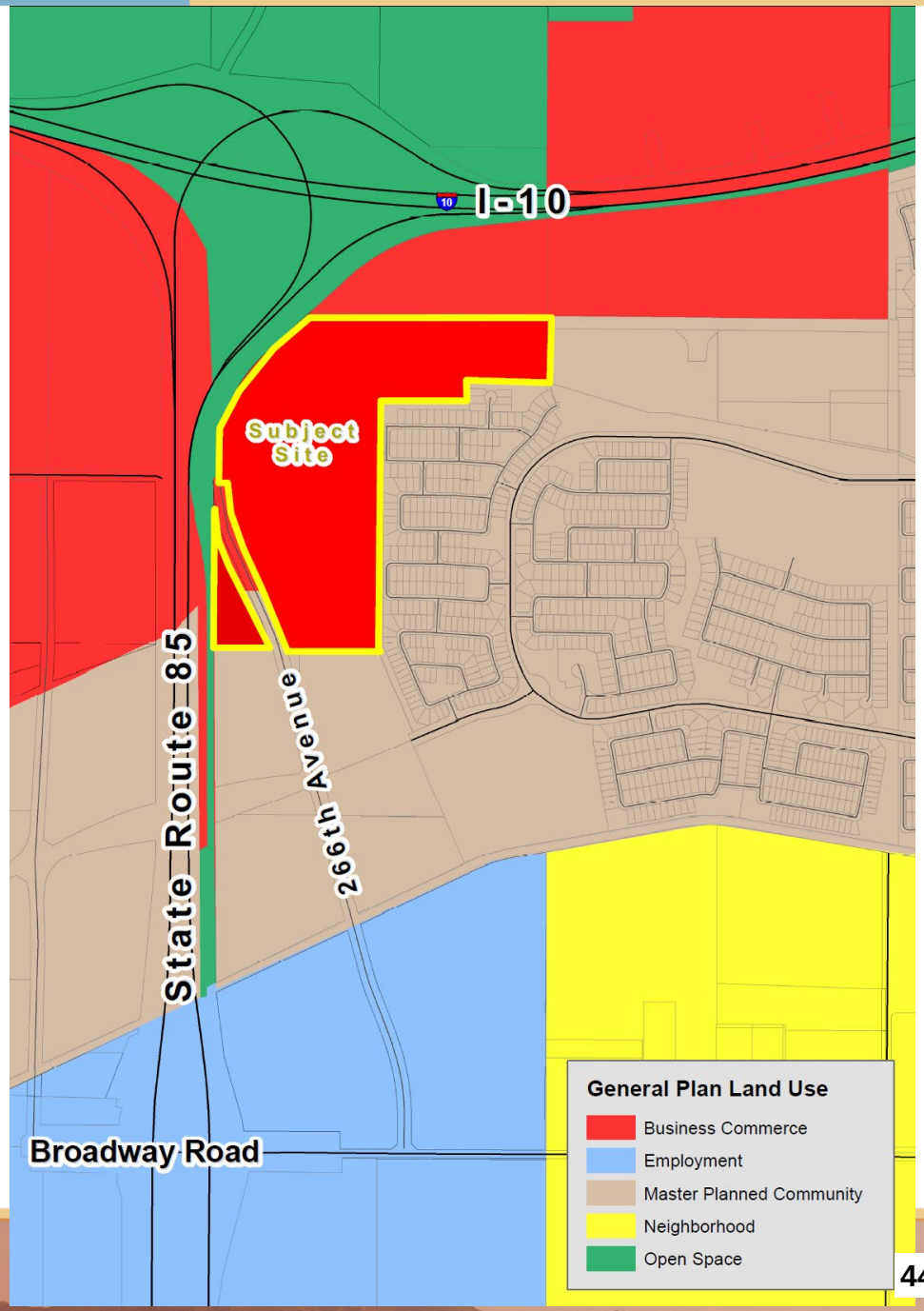
Site Context

- North: vacant
- South: future Westpark CMP (undeveloped)
- East: Westpark CMP (single-family residential)
- West: vacant



General Plan Land Use

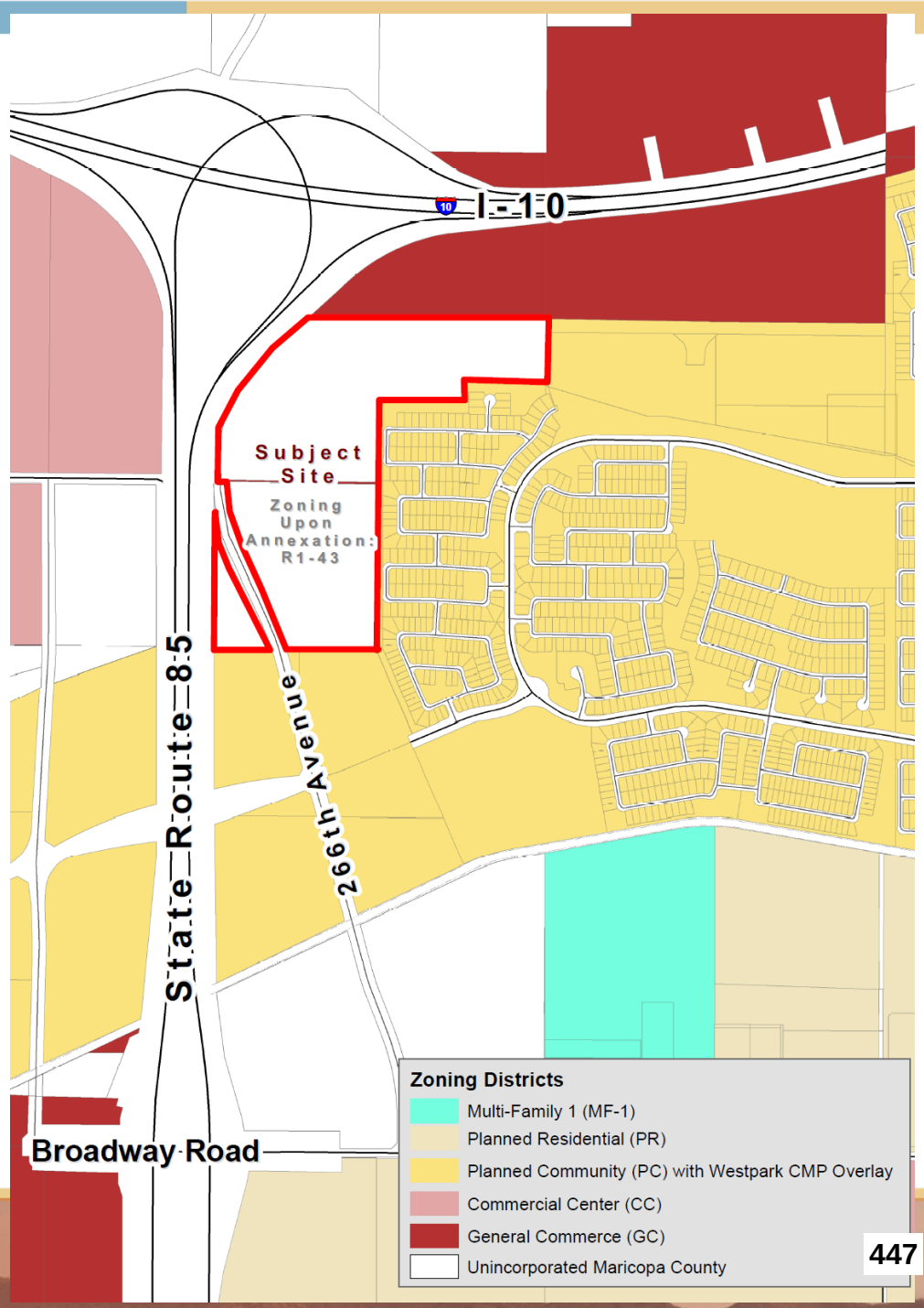
- Land Use: Business Commerce



BUCKEYE
ARIZONA

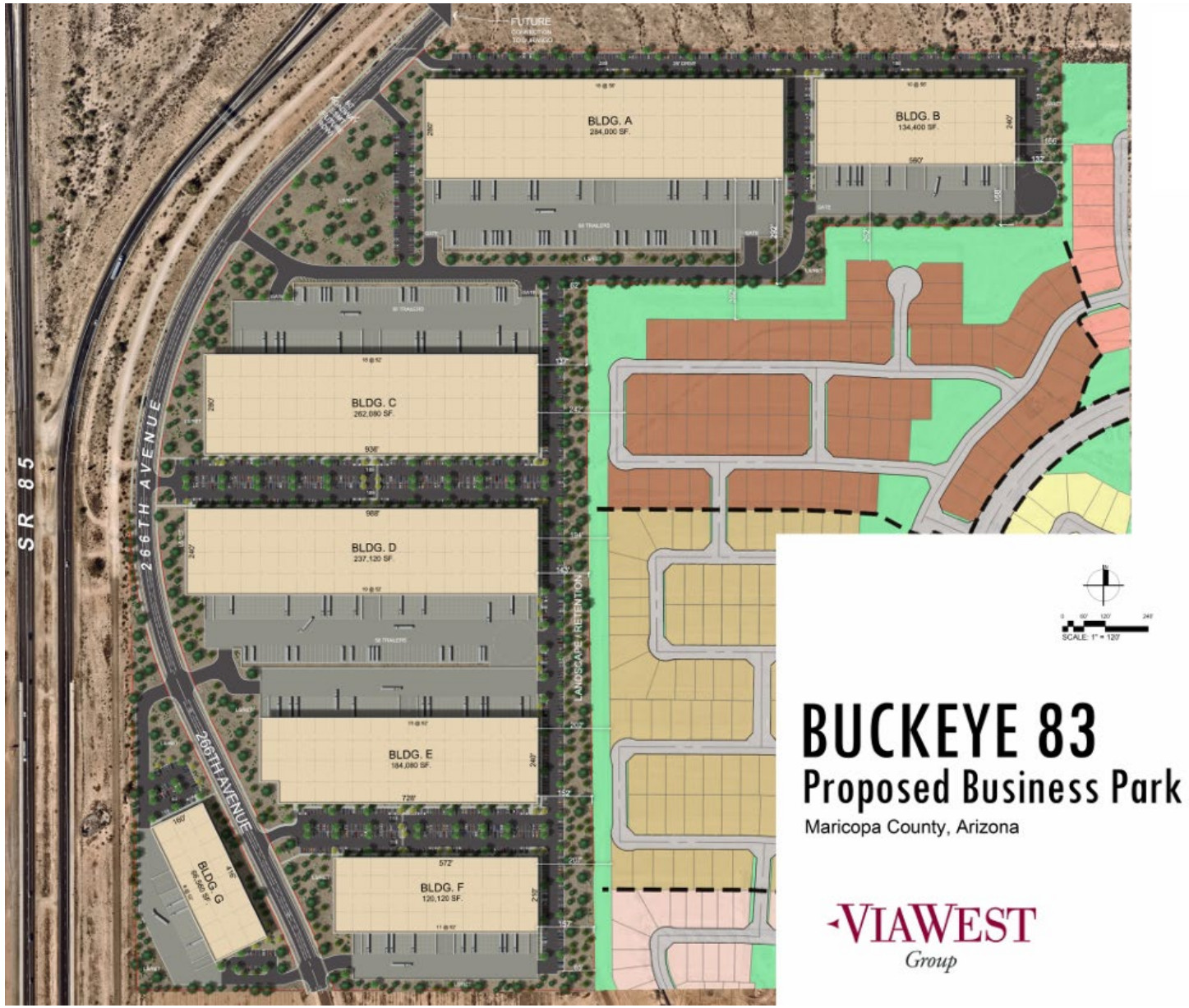
Zoning

- Recent Zoning: Maricopa County Rural-43 (RU-43) (processed concurrently)
- Initial Zoning: City of Buckeye Single-Family Residential 43 (R1-43)
- Zoning Proposal: Business Park (BP)



Analysis

- All notices completed; only letters of support have been received to date
- No outstanding issues from reviewing departments and divisions

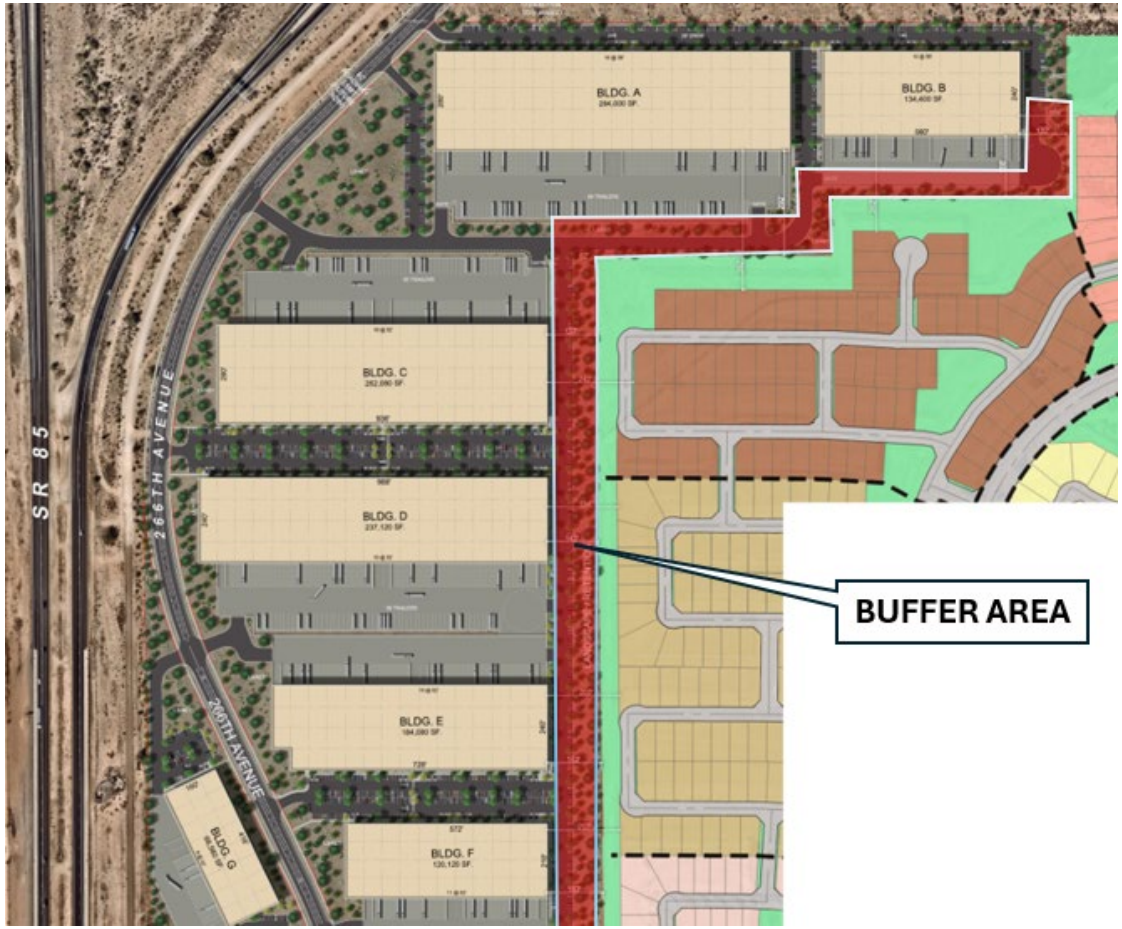


Analysis Continued

- Designated Business Commerce in General Plan
- Business Park (BP) zoning is consistent with designation
- Supports employment uses (office, logistics, light industrial)
- Rezoning to BP enables master-planned employment center
- BP allows office, commercial, and limited light industrial uses
- Lower intensity than I-1; no cross-dock warehouses

Analysis Continued

- Concept plan (will require site plan)includes:
  - Building orientation to reduce impacts
  - No access through Westpark CMP
  - Buffering adjacent to residential
  - Enhanced buffers (150–400 ft) proposed along residential edges
  - Additional separation via drive aisles & landscaping
  - Full review of traffic, drainage, noise, lighting at **Site Plan**



Recommendation

- Conduct a public hearing
- Approve Ordinance No. 13-26 Buckeye 83 Rezone (PLZZ-25-0002)

BUCKEYE
ARIZONA

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 5.B. PMO - Adoption of the Transportation Safety Plan (TSP)
DATE PREPARED: 05/04/26	**DISTRICT NO.:** City Wide
STAFF LIAISON: John Willett, Deputy Director of Transportation, jwillett@buckeyeaz.gov, (623) 349-6282	
DEPARTMENT: Program Management Office	**AGENDA ITEM TYPE:** Public Meeting / Non Consent - New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action to adopt the City of Buckeye Transportation Safety Plan (TSP).

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
The TSP is focused on improving roadway safety by reducing fatalities and serious injuries (KSI crashes) while positioning the City to pursue federal funding through the Safe Streets 4 All (SS4A) program. The TSP follows federal requirements and serves as a foundation for securing reimbursement-based grant opportunities.

The TSP takes a comprehensive, multimodal approach that considers the needs of all roadway users, including pedestrians, bicyclists, transit users, motorists, and commercial vehicle operators. It emphasizes collaboration and public engagement to promote a shared culture of safety and encourage community involvement.

Through data-driven analysis, the TSP identifies high-risk locations and conditions, recommend targeted safety improvements, and prioritize those improvements based on effectiveness, cost efficiency, community priorities, and equity. The TSP will also establish an implementation and management framework to support long-term success. Ultimately, the plan will guide future investments in safety improvements, maintenance, enforcement, and education efforts as the city continues to grow.

BENEFITS:
The TSP will create a safer, more efficient transportation network by reducing serious crashes, prioritizing data-driven improvements, and positioning the City for future federal funding opportunities.

FUTURE ACTION:
There are no immediate future City Council actions associated with the approval of the TSP. There will be future City Council approvals of grant opportunity pursuits to improve roadway safety within the City.

FINANCIAL IMPACT STATEMENT:
There is no financial impact associated with adoption of the TSP although it will drive decisions which have a financial impact in the future as well as allow for potential grant funding of safety elements.

CURRENT FISCAL YEAR TOTAL COST:
N/A

BUDGETED:

No

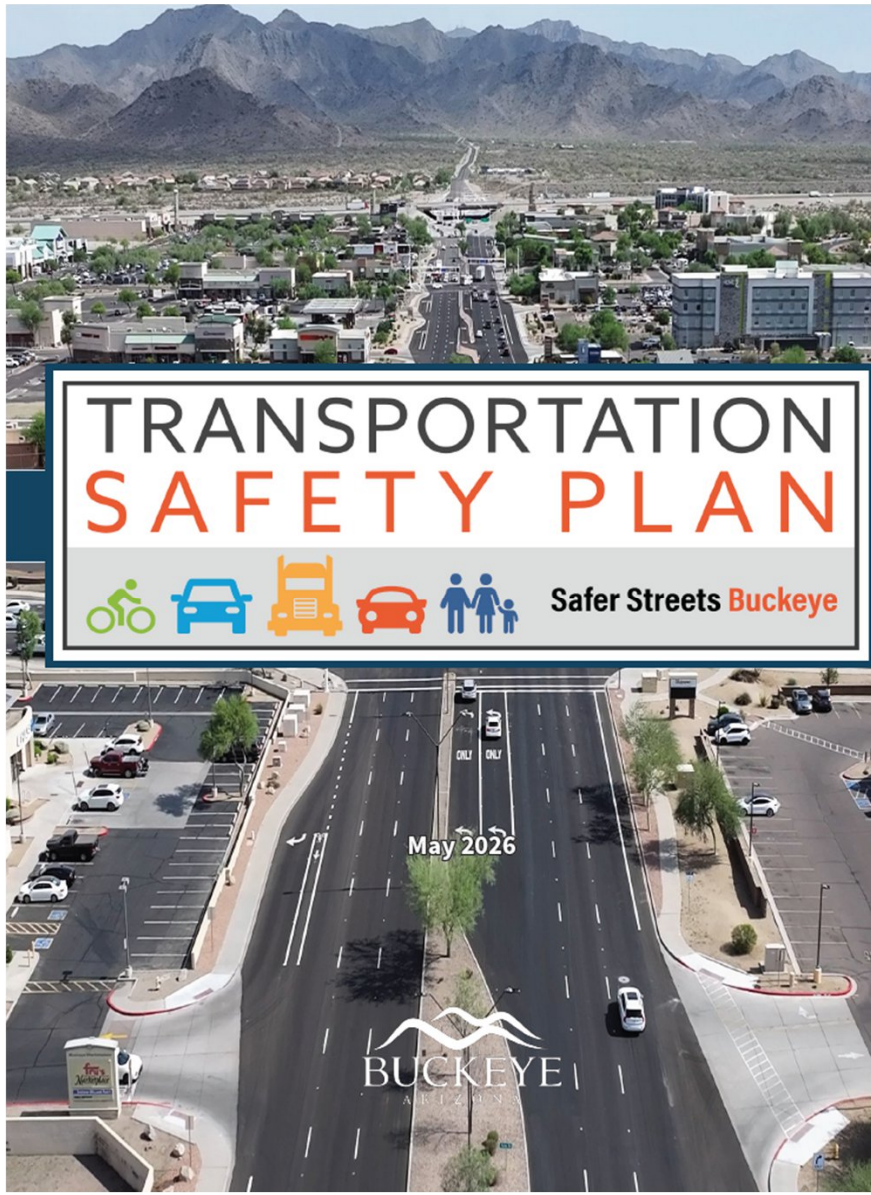
Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
26.05.05 Buckeye TSP Council Meeting.pptx
City of Buckeye TSP Final May 2026-compressed.pdf

Buckeye Transportation Safety Plan

May 5th 2026

Building on Buckeye's Momentum

- Built on Buckeye's existing plans and investments
- 18-month effort with City staff and partners
- Data-driven + community-informed



Growth Brings Opportunity – and Responsibility

- Buckeye is one of the fastest growing cities in the U.S.
- Population and roadway use increasing rapidly
- Safety must grow with the City

BUCKEYE ARIZONA | Y2K ENGINEERING, LLC.

Trends & Patterns We Can Act On

4,427	185	241
Total Crashes	Fatal & Serious Injury Crashes	People Killed or Seriously Injured

- Intersections = highest crash locations
- Speeding, impairment, young drivers
- Peak crashes during commute hours

Data Source: 2019-2023 ADOT Crash Records

High Risk Network

Crash History

Crash History

Downtown Context

Downtown Area

Driver Behavior

Posted speeds

Average speeds

Travel Time / Congestion

Proximity to alcohol establishments

Road Geometry

Road configuration

Curvature

Density of intersections / conflict

Vulnerable Road Users

Proximity to a park

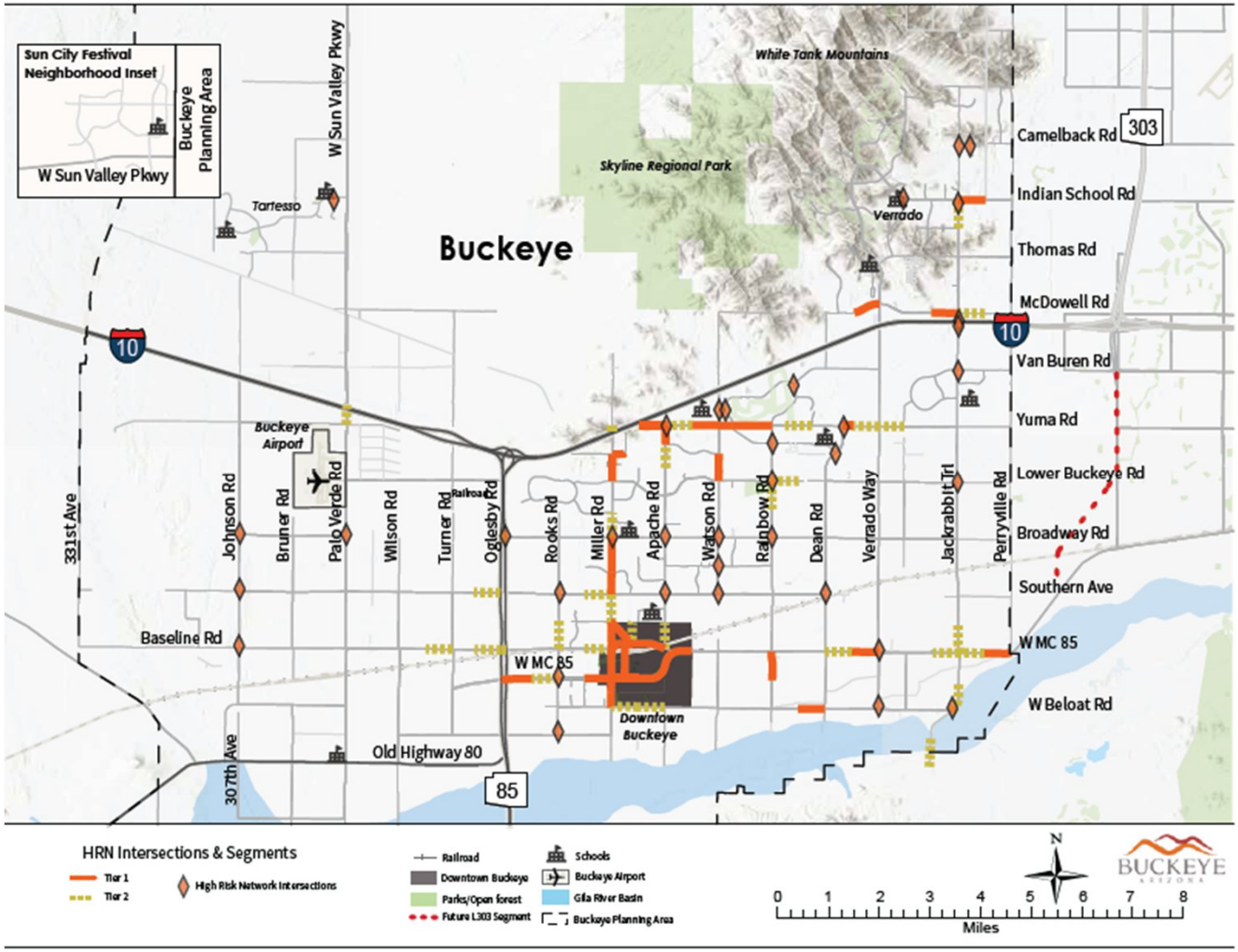
Proximity to a school

Proximity to a community center

Proximity to transit route

Car free

Figure 16: Buckeye High Risk Network



Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

BUCKEYE ARIZONA | Y2K ENGINEERING, LLC.

Extensive Community Engagement

- 679 survey responses
- 426 map comments
- 950+ website visits
- Two phases of engagement

Phase 1 Engagement Results

Phase 2 Engagement Results

BUCKEYE ARIZONA | Y2K ENGINEERING, LLC.

What the Community Told Us

THE LOCATIONS WITH THE MOST SAFETY CONCERNS...

Intersections

Main Roads & Local Streets

Turn Lanes

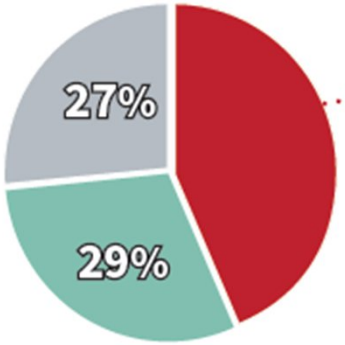
THE MOST CONCERNING BEHAVIORS ARE...

Speeding

Running Red Lights

Distracted Driving

WHEN ASKED IF THEY THOUGHT BUCKEYE STREETS ARE SAFE...



44% OF RESPONDENTS EITHER "DISAGREED" OR "STRONGLY DISAGREED"

Agree Neutral Disagree/Strongly Disagree

BUCKEYE ARIZONA | Y2K ENGINEERING, LLC.

From Data to Action

- Data identifies patterns
- Community confirms priorities
- Strategies based on proven solutions

Figure 19: Buckeye Safety Strategy Elements

Safety Strategies & Actions

- 5 Safe System focus areas
- Strategies + specific actions
- Prioritized for implementation
- Built on proven safety practices

Figure 4: USDOT Safe Systems Approach

A Clear Goal for Buckeye

- Focus on steady, measurable progress
- Aligned with Safe System approach
- Considers continued population growth

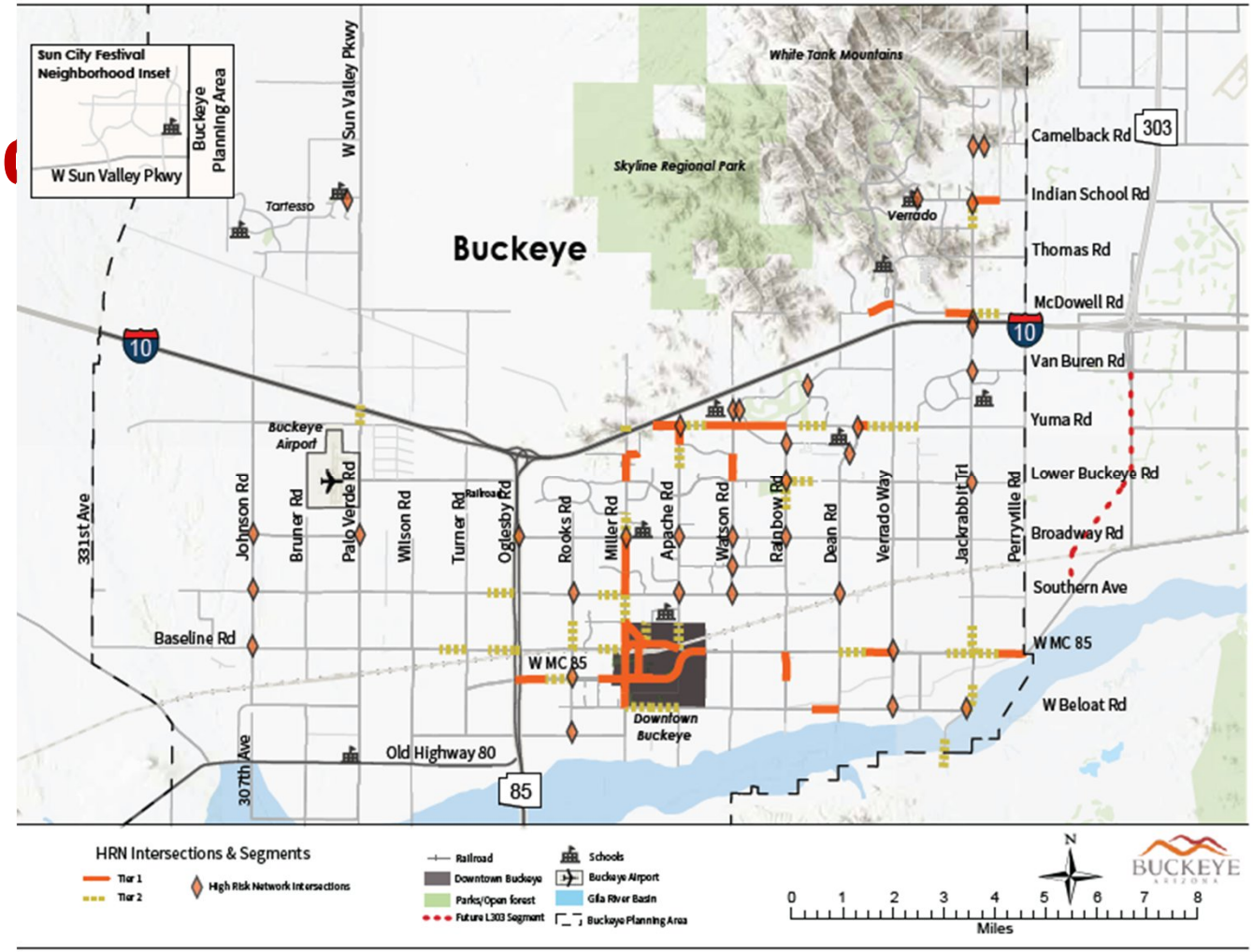
GOAL

5% Reduction in Fatalities and Serious Injuries by 2036

Projects Identified

- Targeted improvements identified at specific locations
- Focused on High Risk Network (HRN)
- Concept-level improvements to guide future design
- Final scope determined during project development

Figure 16: Buckeye High Risk Network



Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Recognizing Progress Already Made

- Several locations already improved or advancing
- Projects reconstructed or upgraded to urban standards
- Many previous risk factors already addressed

McDowell Rd (199th Ave → Jackrabbit Trail)

Watson Rd & Broadway Rd

Miller Rd & Durango St

I-10 ramps at Jackrabbit Trail

Apache Rd & Southern Ave

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Clear, Data-Driven Project Prioritization

Projects grouped into 3 tiers:

HIGH (7 Projects)

- 2 to 10 people killed or seriously injured (**KSI People**)
- Design underway or starting soon
- Ordered by severity

MODERATE (10 Projects)

- 2 to 11 KSI People
- Near-term opportunity for programming

LOW (12 Projects)

- 0 to 4 KSI People
- Elevated risk based on conditions
- Long-term planning

KSI = Killed or Seriously Injured

"KSI People" = number of people impacted (not just crashed)

Guides where investments impact the most lives

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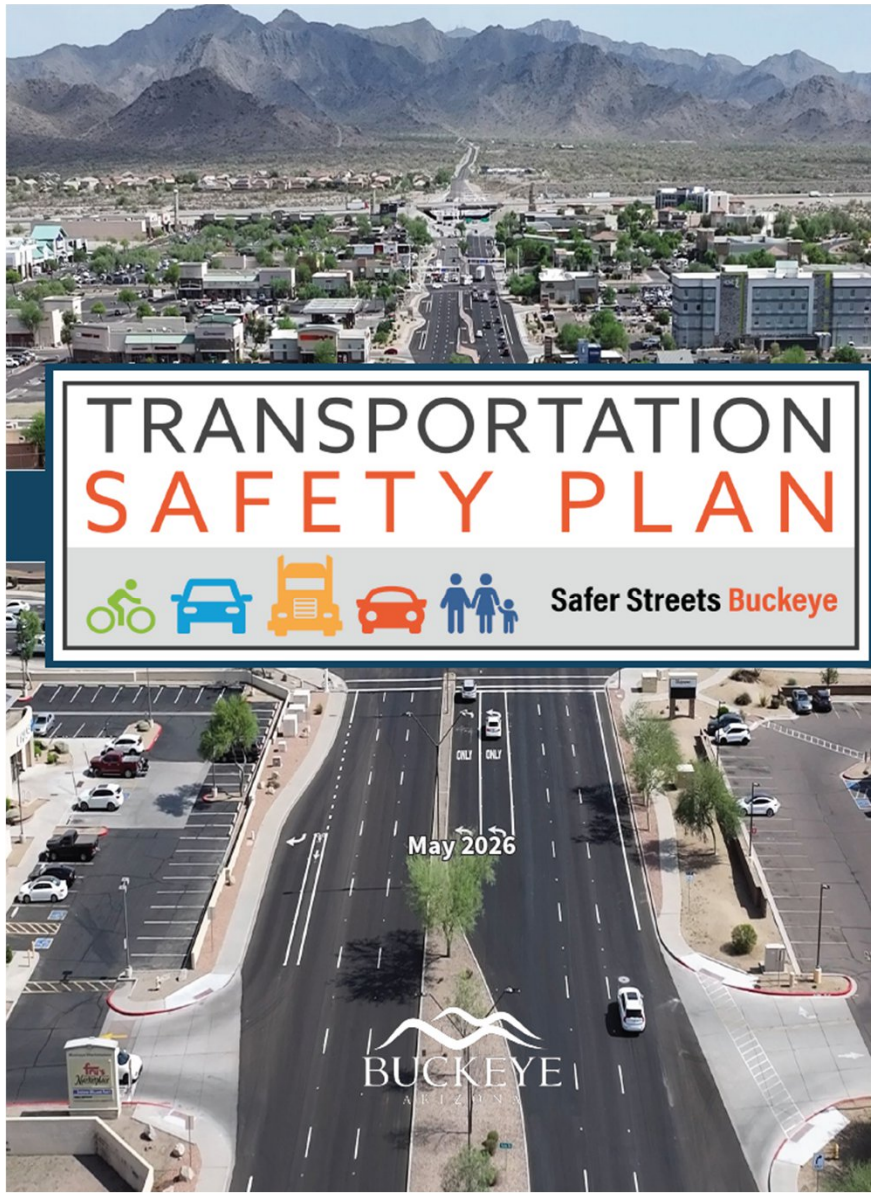
Closing

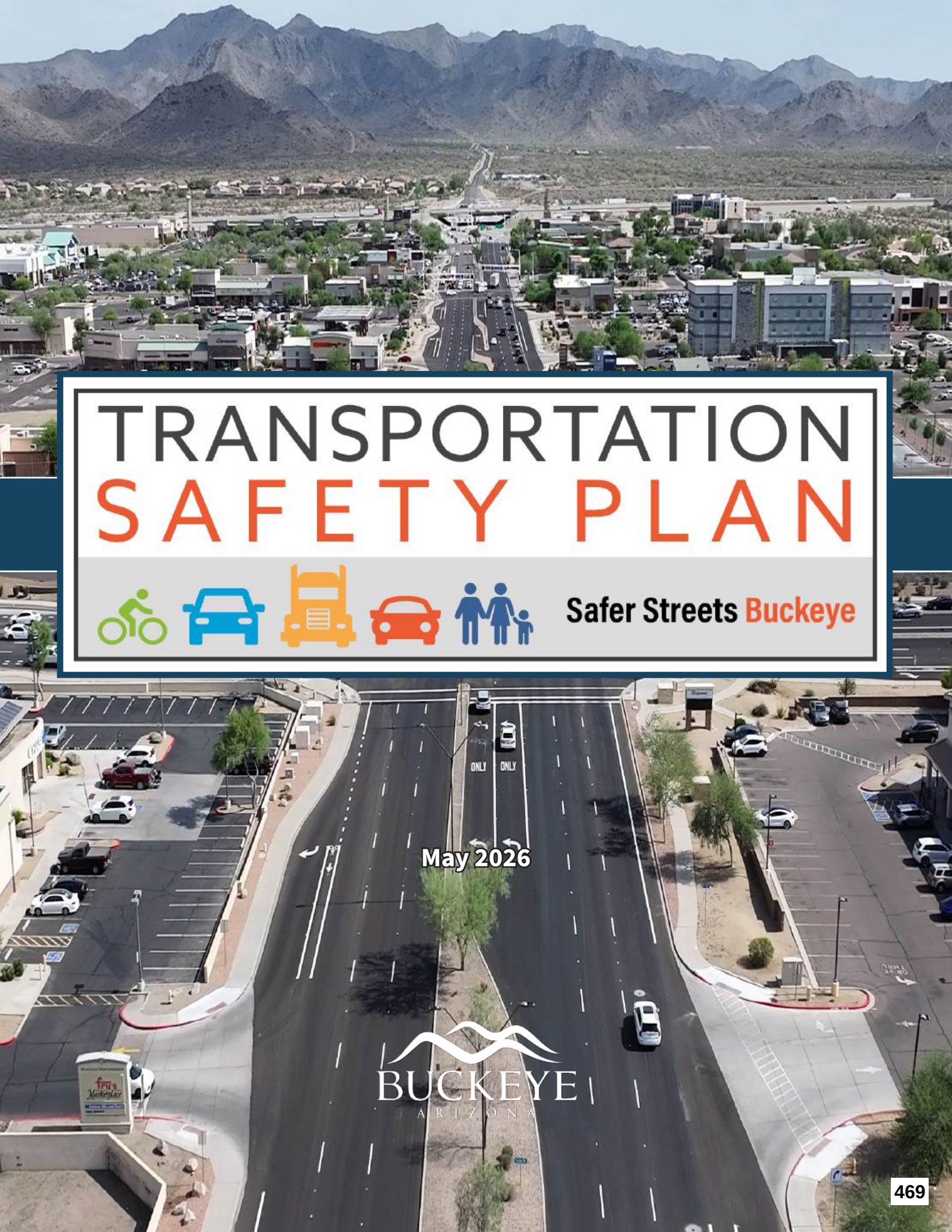
- Aligns with SS4A Grant Requirements
- Grounded in data and community input
- Focused on practical, implementable actions
- Positions Buckeye for funding
- Supports infrastructure and public safety investments



TRANSPORTATION
SAFETY PLAN
Safer Streets Buckeye

Thank you!

BUCKEYE
ARIZONA



TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

May 2026

BUCKEYE
ARIZONA

ACKNOWLEDGEMENTS

The City of Buckeye extends its sincere appreciation to all individuals and organizations who contributed to the development of this Transportation Safety Plan. We acknowledge the dedication and expertise of city staff, regional partners, public safety officials, and community stakeholders whose insights and collaboration were essential in shaping a comprehensive and forward-looking strategy. Special thanks are given to residents and local businesses for their valuable input, which helped ensure that this plan reflects the community's priorities and needs. The City also recognizes the contributions of the Maricopa County Department of Transportation (MCDOT) and the Arizona Department of Transportation (ADOT) for their participation and coordination related to roadway systems within the Buckeye Municipal Planning Area, as well as the Federal Highway Administration (FHWA) for its guidance and resources throughout this process. Together, these collective efforts have laid a strong foundation for improving transportation safety and enhancing quality of life for all who live, work, and travel in Buckeye.

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GlOSSARY OF TERMS

AADT – Annual Average Daily Traffic – The average number of vehicles that travel on a roadway segment in both directions over the course of a year.

Action – A specific, implementable step associated with a strategy and intended to achieve a transportation safety improvement.

ADOT – Arizona Department of Transportation – The state agency responsible for planning, designing, operating, and maintaining Arizona's state highway system and transportation infrastructure within ADOT right-of-way. ADOT facilities are treated as a distinct roadway environment throughout the plan.

ADT – Average Daily Traffic – The total number of vehicles that pass a location over a period of time, divided by the number of days in that period.

ATSPMs – Automated Traffic Signal Performance Measures – Data-driven tools used to monitor and evaluate traffic signal operations, including signal timing and progression along corridors.

Buckeye MPA – Buckeye Municipal Planning Area – The broader geographic planning area evaluated by the Transportation Safety Plan, including incorporated areas and future growth areas used for long-range planning and safety analysis. The plan evaluates conditions across the Buckeye MPA even where roadway jurisdiction belongs to ADOT or MCDOT.

CMF – Crash Modification Factor – A multiplicative factor used to estimate the expected change in crashes after implementing a specific safety countermeasure. CMFs are used to communicate anticipated safety benefit. CMF Clearinghouse: https://www.cmfclearinghouse.org

Context-Sensitive Implementation – An approach that applies safety strategies and countermeasures based on roadway conditions, surrounding land use, jurisdictional responsibilities, and project-specific needs rather than as blanket treatments across the entire city.

CRF – Crash Reduction Factor – A value that represents the expected percentage reduction in crashes associated with a safety countermeasure.

CRFB – Circular Rapid Flashing Beacon – A pedestrian crossing device using circular flashing indications to alert drivers to crossing activity. See also RRFB.

Crash Risk Factors – Conditions or characteristics of a roadway, user population, land use pattern, or operating environment that increase the likelihood or severity of crashes.

Crash Type – A classification describing the general manner in which a crash occurred, such as angle, rear-end, left-turn, sideswipe, or single-vehicle. Crash types are defined according to the Arizona Crash Report Forms Instruction Manual.

DDI – Diverging Diamond Interchange – An interchange design that temporarily shifts traffic to the opposite side of the roadway to reduce conflict points and improve safety and operations.

Development Context – The surrounding land use and roadway setting used to determine where an action or countermeasure is appropriate, such as developed areas, undeveloped areas, or ADOT facilities.

DPS – Arizona Department of Public Safety – The state agency responsible for highway patrol and emergency response.

EB/WB/NB/SB – Directional travel designations: Eastbound, Westbound, Northbound, and Southbound.

FHWA – Federal Highway Administration – A division of the United States Department of Transportation responsible for national highway programs, roadway safety guidance, proven safety countermeasures, and the CMF Clearinghouse.

First Harmful Event – The first point of injury or damage in the sequence of events in a crash.

HAWK – High-Intensity Activated Crosswalk Beacon – A commonly used name in Arizona for a Pedestrian Hybrid Beacon (PHB), a pedestrian-activated traffic control device used to stop traffic to provide pedestrians the right-of-way to cross the road.

HFST – High Friction Surface Treatment – A pavement treatment that improves skid resistance and reduces crash risk, especially at rural curves, ramps, intersections, and crossing approaches.

HRN – High Risk Network – A network of roadway segments and intersections identified as having elevated risk for serious injury or fatal crashes based on systemic risk factors and composite scoring, not just past crash frequency.

HRN Score – A composite score used in the predictive risk assessment to rank and prioritize roadway segments based on weighted risk factors associated with severe crashes.

ITS – Intelligent Transportation Systems – Transportation systems that use sensing, communications, control, and data technologies to improve operations, safety, and traveler information.

Jurisdictional Responsibility – The ownership, maintenance, and decision-making authority assigned to the agency responsible for a roadway or facility, such as the City of Buckeye, ADOT, or MCDOT.

KABCO – Crash Severity Scale – A crash injury severity classification system used by law enforcement and transportation professionals: K for fatal injury, A for serious injury, B for minor injury, C for possible injury, and O for property damage only or no apparent injury.

KABC Crashes – Injury Crashes – All injury crashes, excluding property-damage-only crashes.

KSI – Killed or Seriously Injured – Refers to crashes involving fatalities (K) and serious injuries (A) on the KABCO scale. The plan uses KSI as a core performance and prioritization metric, including crash analysis, goal setting, and project prioritization.

KSI People – The number of people who are fatally or seriously injured in crashes at a location or within a defined area. A single crash can result in more than one fatality or serious injury; thus, KSI People is a different number than KSI Crashes. This terminology is equivalent to "fatalities and serious injuries."

LILO – Left-In, Left-Out – An access management treatment that channelizes and potentially restricts movements at a driveway or minor intersection to right turns and left turns into and left turns out of the site or side street only, reducing conflict points.

LOSS – Level of Service of Safety – A safety screening concept that compares estimated or predicted crashes on similar facilities with observed crash frequency to identify locations with high potential for safety improvements.

LPI – Leading Pedestrian Interval – A traffic signal timing strategy that gives pedestrians a head start before vehicles receive a green indication, potentially reducing pedestrian-vehicle conflicts.

MAG – Maricopa Association of Governments – The regional planning organization that coordinates transportation planning, funding, and related programs for Maricopa County and portions of Pinal County.

MCDOT – Maricopa County Department of Transportation – The county agency responsible for planning, design, operation, and maintenance of roadways in unincorporated Maricopa County.

MCSO – Maricopa County Sheriff's Office – The county law enforcement agency involved in enforcement and emergency response coordination for transportation safety efforts in unincorporated areas.

MPA – Municipal Planning Area – The geographic planning area used by the City to evaluate existing and future transportation needs, including incorporated and future growth areas. The Buckeye TSP evaluates safety conditions across the Buckeye MPA.

MUTCD – Manual on Uniform Traffic Control Devices – The national standard for traffic control devices, including signs, signals, pavement markings, and related applications.

NHTSA – National Highway Traffic Safety Administration – The federal agency that develops vehicle and behavioral safety guidance**.**

PDO – Property Damage Only – A crash severity category describing crashes that do not involve injury or fatality.

PHB – Pedestrian Hybrid Beacon – A pedestrian-activated traffic control device that uses flashing and solid indications to stop traffic for people crossing the street. PHB is the current formal term; HAWK is a commonly used alternate name in Arizona.

Post-Crash Care – One of the Safe System categories focused on incident response, emergency coordination, clearance efficiency, and actions that reduce the consequences of crashes after they occur.

PROWAG – Public Rights-of-Way Accessibility Guidelines – Federal accessibility guidelines for pedestrian facilities in public rights-of-way.

RCUT – Restricted Crossing U-Turn – An intersection treatment that restricts direct crossing and some left-turn movements, requiring downstream U-turns to reduce conflicts and improve safety.

Roadway Environment – A classification used in Buckeye's crash analysis and strategy framework to distinguish between developed areas, undeveloped areas, and ADOT right-of-way. This classification helps identify context-sensitive safety patterns and applications.

RRFB – Rectangular Rapid Flashing Beacon – A pedestrian crossing device that uses rapidly flashing rectangular LED indications to increase driver awareness and yielding compliance at crossing locations. See also CRFB.

SRTS – Safe Routes to School – Programs, policies, and infrastructure improvements intended to make walking and biking to school safer and more comfortable for children.

SSA - Safe System Approach – A human-centered approach to roadway safety that anticipates human mistakes, recognizes human vulnerability, and uses layered, redundant safety measures to reduce the likelihood and severity of crashes.

Safety Countermeasure – A design, operational, policy, enforcement, or educational treatment intended to reduce crash frequency or crash severity.

Self-Enforcing Road Features – Physical design elements that encourage drivers to naturally adopt safe speeds and behaviors without relying on active enforcement or signage. These include treatments such as narrowed travel lanes, roundabouts, raised medians, pedestrian refuge islands, speed humps and cushions, raised crosswalks, and other horizontal deflection measures where appropriate. These features are intuitive, making the intended speed feel natural, and are designed to align with the surrounding land use and roadway context.

Strategy – A broad direction or approach used to address an identified safety issue.

Systemic Safety Approach – A method of identifying and addressing crash risk across the broader network by focusing on recurring risk factors and roadway characteristics, rather than only locations with a high crash history.

TIM – Traffic Incident Management – A coordinated, multi-agency or multi-department approach to safely and efficiently detect, respond to, manage, and clear traffic incidents.

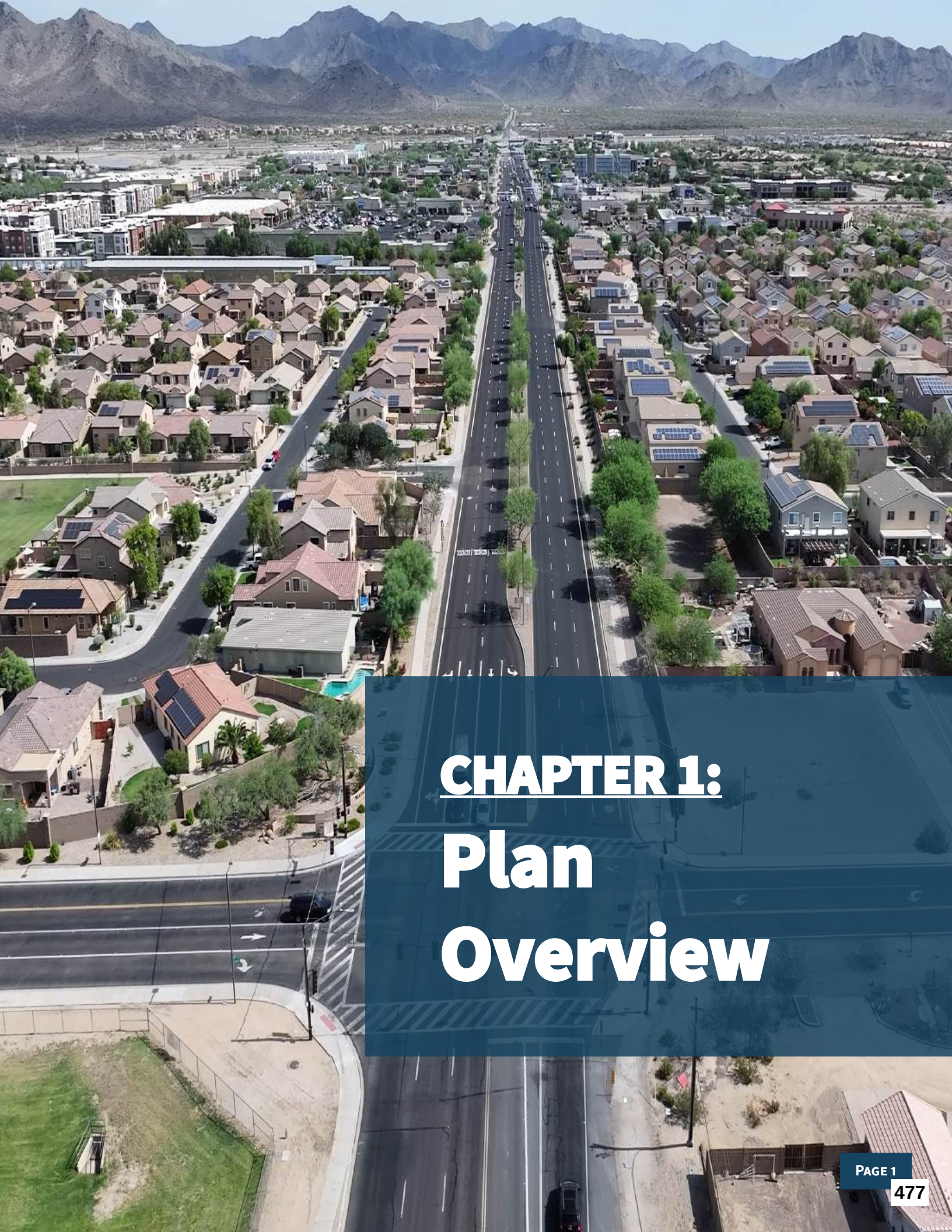
Toolbox – A collection of safety countermeasures supporting implementation of the plan by linking context-sensitive treatments to specific Action IDs, crash types, costs, and expected safety benefits.

Transportation Safety Plan (TSP) – A comprehensive, data-driven plan that identifies safety trends, risk factors, strategies, and actions to reduce fatalities and serious injuries across the transportation system. The TSP integrates crash analysis, systemic risk assessment, stakeholder input, and context-sensitive solutions to guide investments, policies, and programs that improve safety for all users.

TWLTL – Two-Way Left-Turn Lane – A shared center lane used by vehicles traveling in both directions to make left turns.

USDOT – United States Department of Transportation – The federal department responsible for national transportation policy, safety programs, and SS4A funding.

Vulnerable Road Users (VRUs) – A person traveling without the protective enclosure of a vehicle and therefore at greater risk of serious injury or death in a crash, including pedestrians and bicyclists.



CHAPTER 1:
Plan Overview

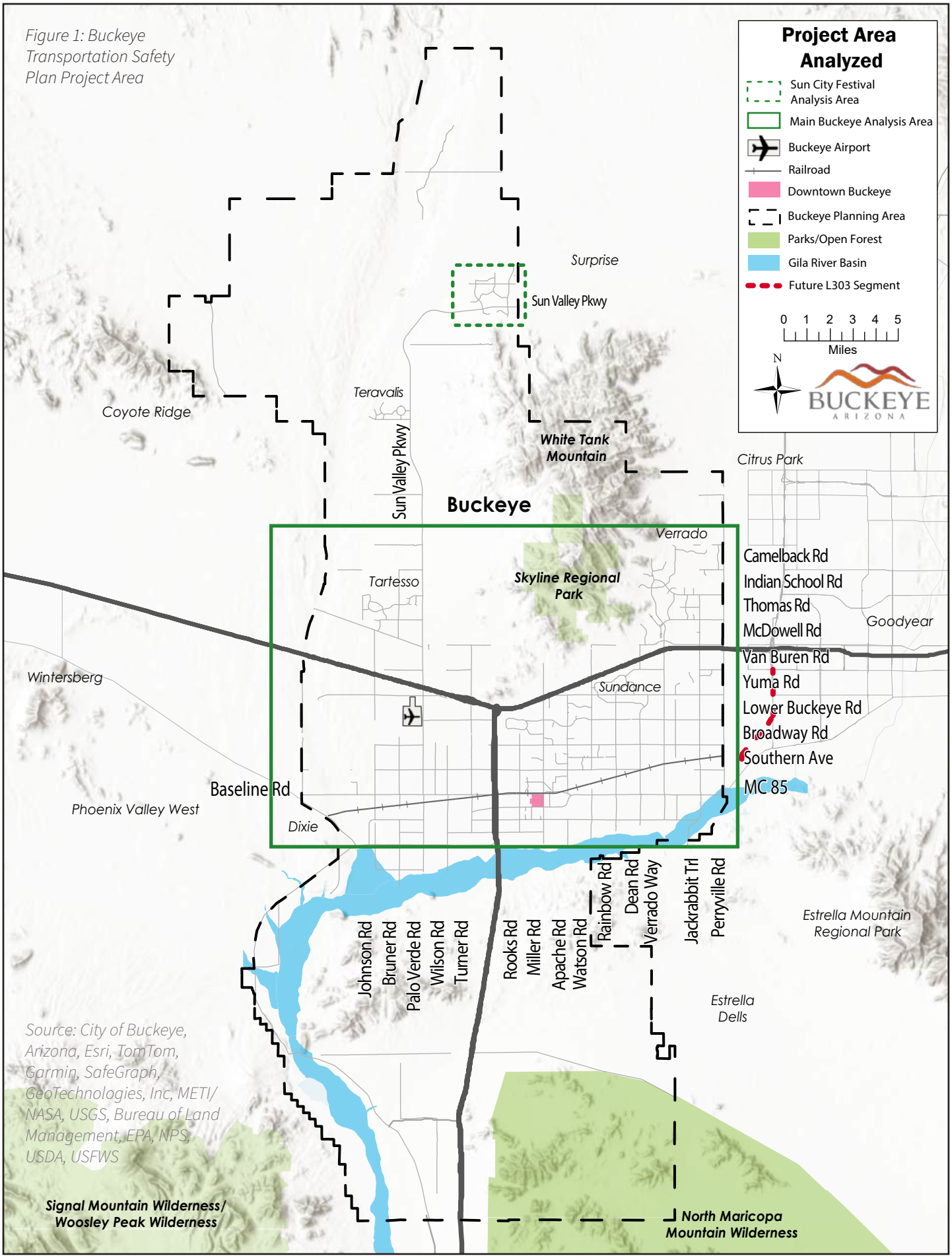


Figure 1: Buckeye Transportation Safety Plan Project Area

Welcome to Buckeye!

When people think of Buckeye, Arizona, they may picture a quiet western town surrounded by farmland and distant mountains. But the reality of Buckeye today tells a much different—and more dynamic—story.

Beyond our incorporated boundary that covers 400 square miles, the Buckeye Municipal Planning Area (MPA) covers a staggering **639 square miles.** Buckeye is comparative in size to the land area of the City of Houston, TX, and over 100 square miles larger than our next-door neighbor, City of Phoenix (US Census Bureau, 2023).

Within its boundaries, Buckeye includes a historic downtown, growing suburban neighborhoods, farmland, desert landscapes, and natural open spaces. With a significant amount of undeveloped land, the city is well-positioned for continued growth and development.

...We are a community

What began with the Clanton family as a group of 19 people (including 10 children) in the 1870s, Buckeye has an expansive history that has seen the city grow from a small farming community with only 6,500 residents in 2000 to a robust and booming center of commerce and recreation with over **114,000 residents as of 2024** (U.S. Census Bureau, 2024). Today, Buckeye is home to over 20 schools serving students from Pre-K to 12th grade, supported by 9 school districts (Buckeye Valley Chamber of Commerce, 2026). The city also features two public libraries, three recreation centers, several senior living and assisted care facilities, and a growing selection of dining options (City of Buckeye, n.d.). Annual community events, including the well-known Buckeye Days, add to the city's local character. With so much to do and the anticipated substantial future growth, people of all ages are proud to live, work, and play in Buckeye.

As Buckeye continues to grow, it remains a place where people of all ages can live, work, and enjoy a high quality of life. From young students to retired residents, everyone has a place in Buckeye, and **EVERYONE deserves to travel our roadways without the risk of preventable, life-altering crashes.**

...We are Active

Buckeye is home to Skyline Regional Park, an 8,700-acre mountain preserve that offers residents and visitors access to scenic desert trails, hiking routes, and open space for outdoor recreation. The city is also a growing destination for mountain biking and features a continually expanding network of multi-use trails and pathways. In addition to sidewalks, new developments often provide pathways and trails that, when built out, will create a connected trail network allowing easy multimodal access throughout Buckeye.

People who walk and bike within and between the off-street network and the roadway network require additional consideration to ensure that they are safe. **Pedestrians and bicyclists, who are the most vulnerable roadway users, are at higher risk for serious injury or death IF they are involved in a motor vehicle crash**.

...We are Economically Diverse

While farming still plays a major role in Buckeye's economy, the city has seen exponential growth of diverse businesses and employment opportunities.

Buckeye is emerging as a major center for distribution and logistics companies with access to major interstates/highways, over 16 miles of Union Pacific Railroad, a 700-acre municipal airport, and is a gateway to the Phoenix Metro area. Many large companies such as Walmart already operate large distribution centers out of Buckeye. Advanced manufacturing has also found a home in Buckeye. In 2024, Rehrig Pacific opened a state-of-the-art manufacturing facility, and businesses such as Duncan & Sons Lines, Cardinal Glass, Parker Fasteners, CanAm Steel, and Clayton Homes have called Buckeye home for many years (City of Buckeye, n.d.).

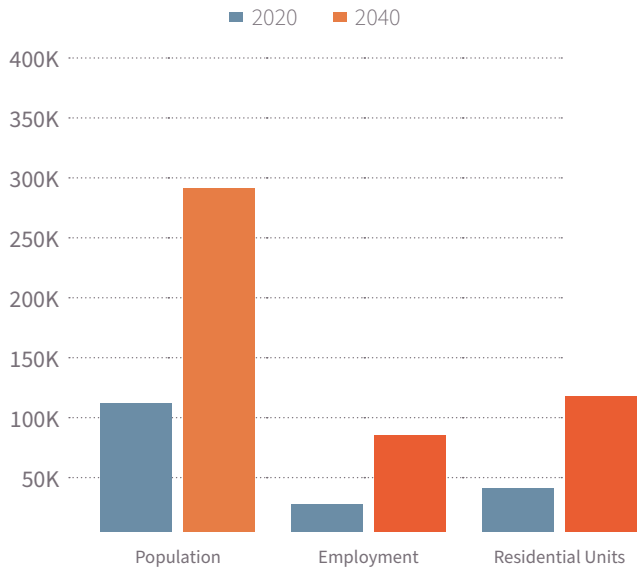
We continue to attract new business and employment opportunities of all sizes to Buckeye. With this expansion comes increased usage of the transportation network from commuters, suppliers, and freight. Heavy freight vehicles have unique needs when it comes to roadway design such as requiring infrastructure that supports increased weight limits, roadway geometry that supports efficient and optimal movement, and improved signage all while implementing safe speeds.

A safe and efficient transportation system in Buckeye is essential to supporting Buckeye's economic activity—benefiting employees, employers, customers, and the entire community.

& We are Growing...

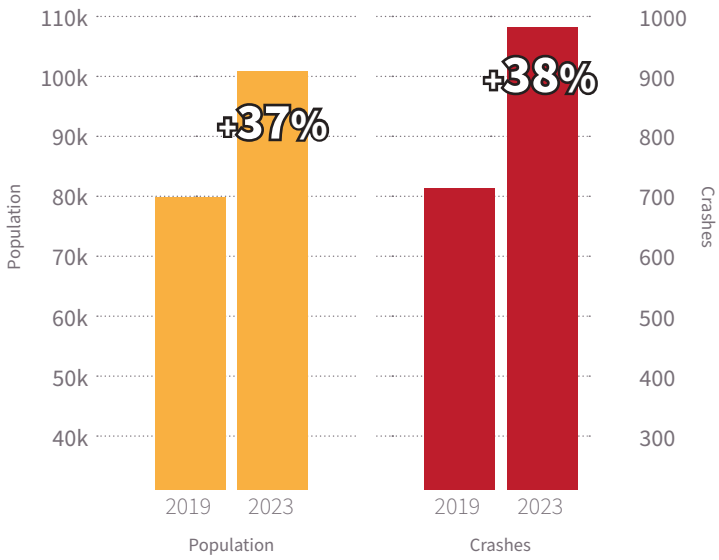
Buckeye is one of the fastest growing cities in the United States. As Arizona's largest city geographically, and with only a 14% build-out, Buckeye continues to be an attractive destination for new residents. **Since 2000, Buckeye's population has grown by approximately 1,730%.** This rapid growth is expected to continue, with the city projected to nearly double in size—reaching close to 300,000 residents by 2040 as shown in *Figure 2*. To support such rapid growth, Buckeye has developed several development plans including the Downtown Area Specific and Gila River Corridor (El Rio District) plans, with multiple master planned communities planned or in a construction phase (City of Buckeye, 2025).

Figure 2: Projected Buckeye Growth (2020-2040)



Rapid growth presents new challenges for Buckeye's transportation system. **More roadway users result in an increased chance of vehicle crashes**. While Buckeye moves from a small town to a city that has hundreds of miles of roadway, **we have experienced a negative growth trend: ROADWAY SAFETY**. As shown in *Figure 3*, the increase in the frequency of roadway crashes actually outpaced population growth from 2019-2023.

Figure 3: Crash Frequency vs Population Increase (2019-2023)



From 2019 to 2023, a total of 4,427 crashes were reported in the City of Buckeye, that included 52 fatal crashes and 133 serious injury crashes, totaling, 185 KSI (Killed or Seriously Injured) crashes. The current loss of community members through vehicle crashes, coupled with Buckeye's future growth, highlights the need to work to change this trend, and ensure a safe transportation network for the future. Being proactive in applying proven safety countermeasures and developing guidelines to prevent crashes before they happen is imperative.

4,427
Total Crashes

185
Fatal & Serious Injury Crashes

241
People Killed or Seriously Injured

THE PLAN

This **Transportation Safety Plan (TSP)** was born from the desire to address the current and future safety needs of the community as Buckeye continues to grow. It will establish a culture of safety through collaboration, by helping Buckeye residents recognize that everyone has a role and responsibility for implementing this culture. The TSP is the City's roadmap toward eliminating traffic deaths and serious injuries and develops a process for identifying high-risk locations in the City's street network, recommends both location-specific and citywide safety solutions, and prioritizes these improvements based on effectiveness, efficiency, equity, and community input. The plan not only addresses existing safety challenges but also guides the design and construction of future roadways to meet higher, safer standards from the outset.

In total, this plan is the culmination of 18 months of in-depth work from City staff and consultant teams working together to craft a plan that balances the safety needs of all residents, visitors, and businesses.

Creating the Plan

In 2023, the City of Buckeye successfully applied to the United States Dept. of Transportation (USDOT) to request $600,000 in funding for a citywide safety action plan as part of the federal **Safe Streets For All (SS4A)** grant program. The key work efforts and deliverables noted in the grant agreement are summarized as:

- *Analyze data to identify patterns and understand contributing factors.*
- *Set up an interdepartmental task force.*
- *Identify projects eligible for safety funding.*
- *Identify proven, high efficacy safety solutions to reduce serious injury and fatal crashes and improve safety for all road users.*
- *Garner leadership support for continued investment/support.*
- *Collaborate with residents and businesses to ensure the plan reflects community needs and is implementable.*

In early 2025, the city began the initial work of informing the public and gathering input on existing conditions, community priorities, analyzing crash data, and developing a set of goals to guide the project to completion.

Planning Synthesis

To begin the process of developing goals and objectives for the TSP, the city conducted a planning synthesis which starts by recognizing existing and previous planning efforts at local, regional, state, and national levels. The goal was to gain an understanding of existing vision statements, goals, objectives, recommendations and priorities, and any related performance criteria and metrics. Reviewing these plans revealed common themes, connecting elements, related analysis, as well

as recommendations for specific safety related projects. The plans reviewed are listed in *Table 1* and detailed in **Appendix A**. Section 3 of this plan identifies specific recommendations that were integrated into the final strategy list.

In reviewing this group of documents, five initial themes emerged:

- Work with the **natural environment**
- **Reduce speeds** in neighborhoods
- Plan for substantial **future growth**
- **Safety** is a top priority
- Prioritize **multimodal connections**

Consideration of the Safe Systems Approach

There are five key elements of the federal Safe System Approach:

1. Safe Road Users
2. Safe Speeds
3. Safe Roads
4. Safe Vehicles
5. Post-Crash Care

Under the lens of these five elements, guidance themes, strategies, and policies were reviewed to gain an understanding of what Buckeye is currently addressing and where additional strategies may be required to bolster areas not adequately covered with current plans.

In addition to the deeper analysis of existing Buckeye work efforts with the Safe System Approach lenses, a work session that was held with the project management team provided an opportunity to discuss alignment of the Safe System Approach principles with City's values and consideration of which components of the Safe System approach need attention. Highlights from this discussion include:

- *This is where Buckeye wants to be in the future.*
- *Focus on safe roads and post-crash care.*

(Continued on next page)

Table 1: Existing Planning Efforts Reviewed

Local Planning Efforts
Buckeye Parks and Recreation Master Plan
Buckeye ITS Strategic Plan
Buckeye in Motion Transportation Master Plan
Buckeye Bicycle and Pedestrian Master Plan
Buckeye Speed Cushion Policy
Buckeye Transit Master Plan
Engineering Design Standards: Transportation
Buckeye General Plan 2040
Downtown Buckeye Specific Area Plan
El Rio Design Guidelines and Planning Standards
El Rio District Area Plan
Regional/State Planning Efforts
MAG - Momentum 2050 RTP
MAG Complete Streets Guide
MAG - Strategic Transportation Safety Plan
ADOT - Complete Transportation Guidebook
2050 ADOT LRTP
Valley Metro 2016 Buckeye Transit Plan
ADOT - Bicyclist Safety Action Plan
ADOT - AZ Strategic Highway Safety Plan
MAG - Active Transportation Plan
National Planning Efforts
USDOT Safe System Approach
Vision Zero Network
USDOT SS4A Objectives and Requirements
6 Es of Safety
USDOT National Roadway Safety Strategy
FHWA's Proven Safety Countermeasures Initiative

- *If we can address the future of safety on the build out of the transportation system, it would have a positive effect on the overall budget from the Police and Fire Departments on reducing the demand, because the system would be safer and have less people getting killed or seriously injured in crashes.*
- *This plan will stand as a daily reminder that Buckeye is becoming more safety aware.*
- *Safer vehicles may not equal safety for people outside of the vehicle.*

Figure 4: USDOT Safe Systems Approach

Community Engagement

An integral part of the planning process is gathering input from the community on pressing issues, priorities, and their feedback on proposed solutions and strategies developed during the course of this project.

This plan included two phases of community engagement:

PHASE 1: DISCOVERY AND ANALYSIS

Phase 1 focused on understanding the current transportation system from the community's perspective, as it relates to safety. The users of the network are the best reporters of safety issues because they have firsthand, often daily experience.

The Goals of Phase 1 engagement were to:

- **INFORM and EDUCATE the public on the project**
- **GATHER INPUT from Buckeye residents about safety concerns, their experience with the existing transportation system, how it affects their travel, which modes they use and for what purpose, and ideas they have for the future.**

PHASE 2: STRATEGY REVIEW

Phase 2 focused on presenting the proposed strategies developed after Phase 1 to the public and receiving input and feedback on prioritization, level of agreement

The Goals of Phase 2 engagement were to:

- **GATHER FEEDBACK from Buckeye residents about proposed strategies, if they agree/disagree with proposed measures, and how they would prioritize investments and focus areas.**

VISION / GOALS / OBJECTIVES

From the work efforts described in this chapter, the City developed the following overall **vision** for the City of Buckeye Transportation Safety Plan:

"Buckeye will move toward the eventual goal of zero fatalities and serious injuries through a Safe System Approach"

Complementing this vision, the following **goals and objectives** form the foundation for what this plan aims to achieve:

GOAL 1:

Advance a safety culture where both the City and all road users work together to reduce serious crashes through responsible design and behavior

Objective 1:

Identify the most effective educational methods focused on reducing the severity and frequency of traffic crashes.

GOAL 2:

Plan and build safety improvements for all types of travel so serious injuries and deaths don't increase faster than the population.

Objective 1:

Establish cost-effective roadway design guidelines that prioritize safety across all travel modes.

Objective 2:

Integrate safety as a core consideration in Buckeye's long-term transportation and land use planning efforts.

Objective 3:

As Buckeye changes from rural to urban, provide intersection and pedestrian crossing solutions that are designed for safety and safe driving behavior.

Objective 4:

Identify high-risk locations through a data-driven High Risk Network (HRN) screening process to proactively guide safety improvements.

Objective 5:

Apply context-sensitive safety solutions that respond to the function and character of different roadway types—arterials, collectors, and locals—and land use settings, including rural, suburban, urban, activity centers, and main streets.

GOAL 3:

Target high-risk behaviors – such as speeding, distracted driving, impaired driving, and red light running – to reduce serious injury and fatal crashes

Objective 1:

Study crashes linked to risky driving behaviors to inform strategies that influence safer choices on the road.

GOAL 4:

Improve road safety through coordinated efforts among transportation, engineering, police, and other City departments—grounded in shared data, cross-functional collaboration, and meaningful public engagement

Objective 1:

Create an internal, cross-departmental task force to review crash data and collaborate on work efforts (engineering, enforcement, education, engagement, etc.).

Objective 2:

Utilize input from the community to identify top areas of concern to craft implementable solutions.

GOAL 5:

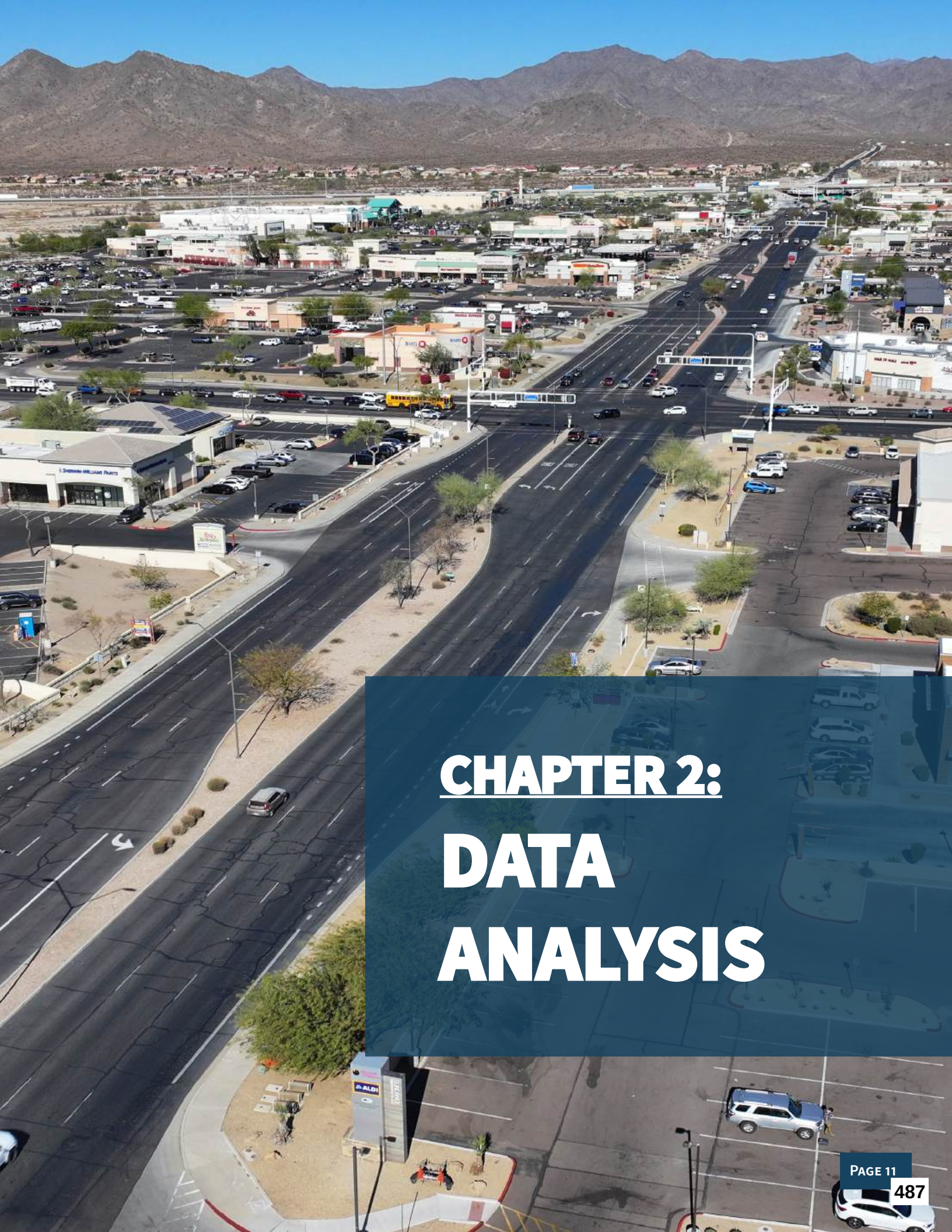
For the City and its partners, establish intra-agency and inter-agency coordination and collaboration processes and procedures that promote road safety

Objective 1:

Identify and implement internal process improvements that align with prioritized road safety strategies.

Objective 2:

Identify key agency partners, establish a regular meeting schedule, and develop shared strategies to advance coordinated road safety efforts.



CHAPTER 2:
DATA ANALYSIS

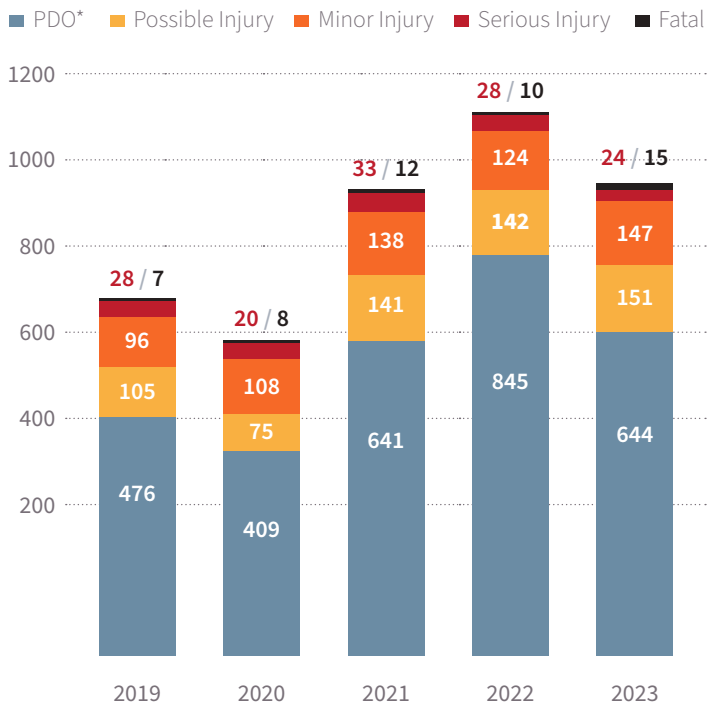
Between 2019 and 2023, 241 people lost their lives or have been seriously injured on Buckeye's streets.

Since 2019, Buckeye has experienced a **37.8% increase** in the number of crashes on our roadways, just exceeding the 37% population increase during the same time frame, further highlighting the need for this plan here and now. Crashes by year/severity are shown in *Figure 5*. This section will present the crash data collected in the initial phases of this project, which laid the groundwork for developing effective strategies to counter the trends seen here. A detailed crash analysis can be reviewed in **Appendix B**.

From 2019 to 2023...

52 fatal crashes and 133 serious injury crashes were reported in the City of Buckeye, totaling 185 KSI (Killed or Seriously Injured) crashes. There were 40 collisions with pedestrians and 25 bicyclist collisions. 108 motorcycle crashes happened from 2019 to 2023, 11 resulting in fatalities. **An annual average of 885 crashes per year were reported during the 5-year study period, equating to more than two crashes per day, every day.**

Figure 5: Crashes by Year and Injury Severity (2019-2023)



*Property Damage Only

52

Fatal Crashes

133

Serious Injury Crashes

40

Pedestrian Crashes

25

Bicyclist Crashes

108

Motorcycle Crashes

All crash data in this chapter is is summarized from the City of Buckeye's Crash Dashboard tool using 2019-2023 crash data from the Arizona Crash Information System (ACIS). The geographic area encompasses the Buckeye MPA.

When

The most crashes occurred in 2022 with 1,149 crashes, while the lowest number of crashes occurred in 2020 with 620 crashes. The decline in crashes observed in 2020 is likely attributable to the COVID-19 pandemic, during which stay-at-home orders significantly reduced traffic volumes and overall roadway exposure. Although KSI crash numbers have remained relatively steady over the study period—ranging from 28 to 45 annually— the number of fatal crashes has gradually increased, reaching a high of 15 in 2023.

Figure 6: Crashes by Month (2019-2023)

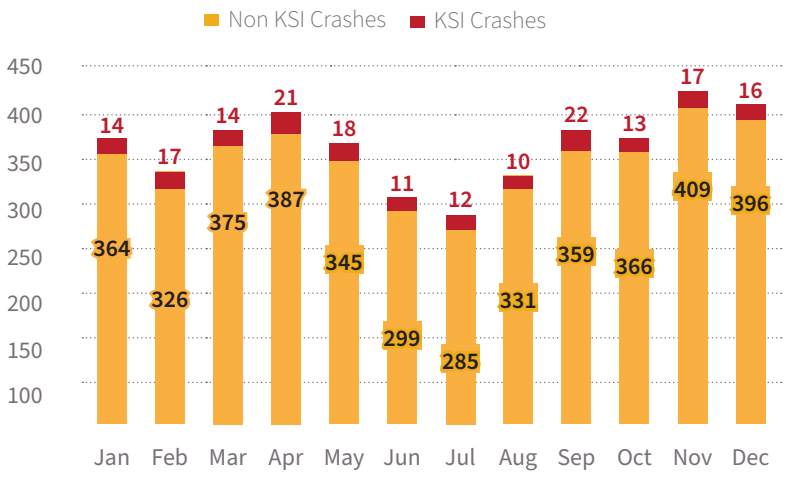
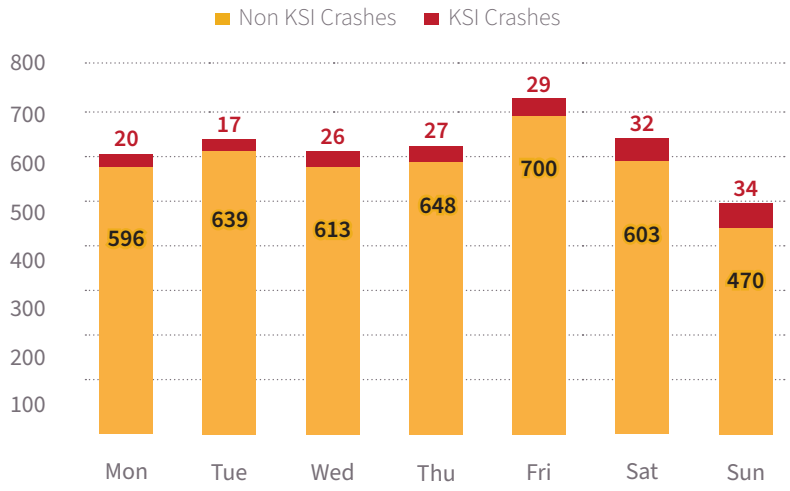


Figure 6 shows the frequency of crashes in Buckeye by month. **The month with the greatest number of *total* crashes was November** with 426 crashes, while July saw the lowest number of crashes with 297 crashes. There was an increase in the *frequency* of crashes during the winter season and a notable drop-off in the summer. April and November saw a peak in the crash frequency before decreasing in the subsequent months. The greatest *frequency* of serious injury crashes happened in April (15 crashes) followed by January (14 crashes). **The highest total number of *KSI* crashes (22) occurred in September** (9 fatal crashes and 13 serious injury crashes) followed by April and May.

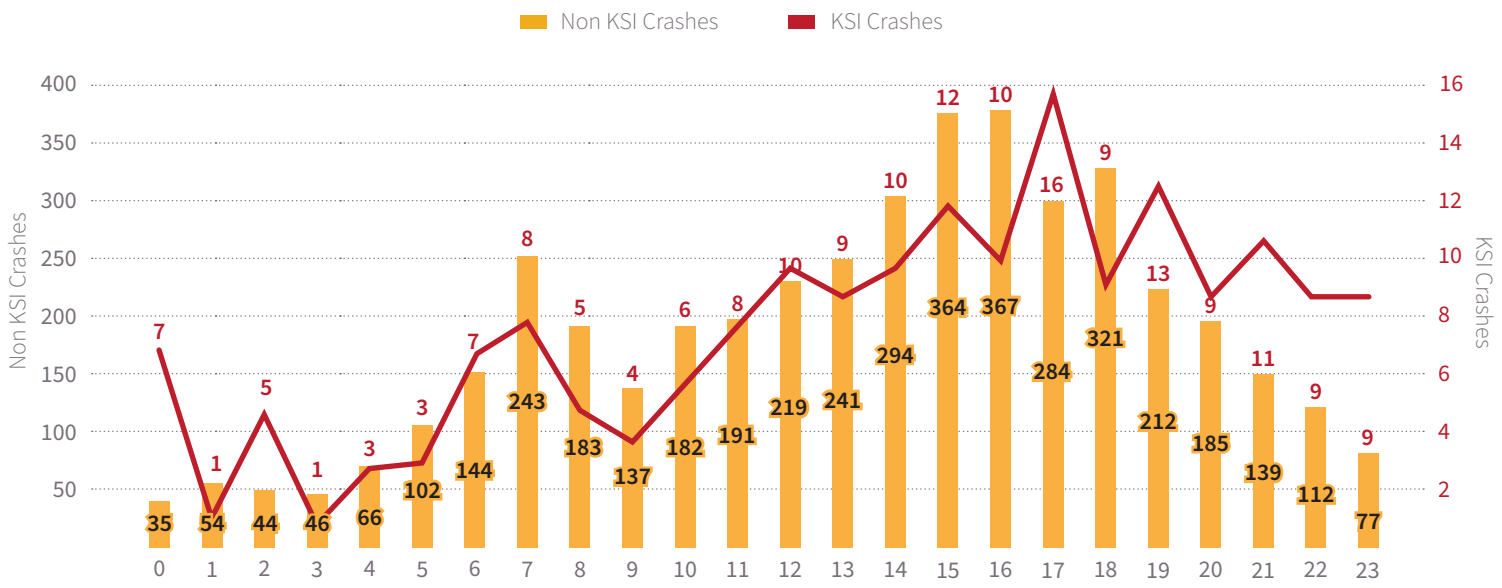
The distribution of crashes by weekday is shown in *Figure 7*. **Crashes occurred most frequently on Fridays, while the fewest total crashes happened on Sundays**. KSI crashes occurred most on Fridays, Saturdays, and Sundays and least on Tuesdays.

Figure 7: Crashes by Day (2019-2023)



Evaluating all crashes, **the highest amount of crashes peaked at two different times of the day: one hour in the morning 7:00 to 8:00 am and two hours in the afternoon from 3:00 to 5:00 pm.** The majority of crashes (65%) occurred under daylight lighting conditions while just over a quarter of crashes (27%) happened under dark lighting conditions. 8% of crashes occurred in Dusk/Dawn conditions. Crashes were most frequent in the afternoon and evening hours from 12:00 PM to 8:00 PM. Crashes involving impairment were most common in the evening and nighttime from 3:00 PM to 4:00 AM. Over half of crashes (54%) involving impairment happened during dark lighting conditions. KSI crashes occurred steadily throughout the day from 11:00 AM to 12:00 AM with a peak from 5:00 PM to 6:00 PM. The daily crash distribution by time of day is shown in *Figure 8*.

Figure 8: Crashes by Hour (2019-2023)



Who

Drivers age 15 to 19 years old made up the largest group of drivers involved in crashes, representing 18% of the crashes in Buckeye. The majority of crashes (56%) involved male drivers as the driver of Unit 1 (the driver considered at fault for the crash). Pedestrians and bicyclists (vulnerable road users) were involved in 65 crashes, where a collision between a vehicle and either a pedestrian or bicyclist occurred. Pedestrians and bicyclists aged 10 through 14 represented the largest group of vulnerable road users involved in these crashes, with **nearly 25% of all pedestrian and bicyclist crashes involving someone aged 14 or younger**. Male vulnerable road users were more than twice as likely to be involved in a crash compared to female vulnerable road users. The distribution of drivers and vulnerable road users by age and gender is shown in *Figures 9 and 10.*

Figure 9: Drivers Considered Most at Fault in Crashes

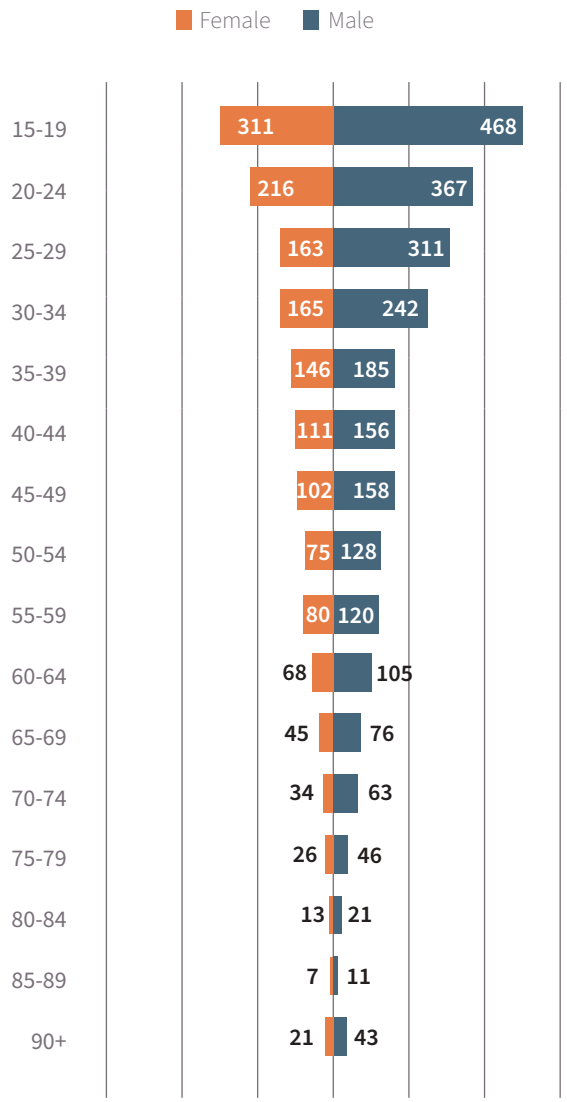
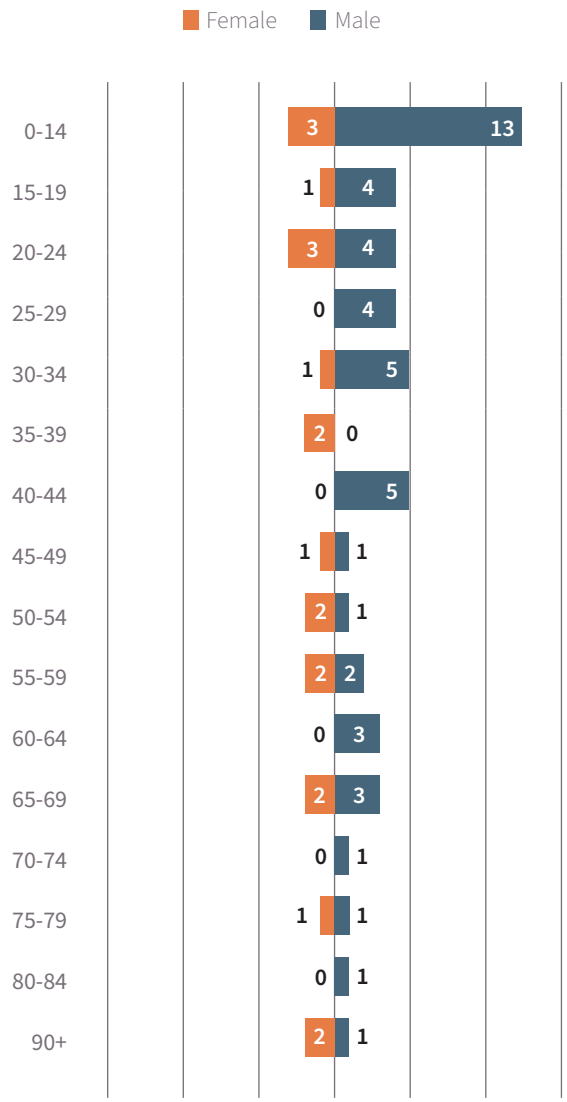


Figure 10: Pedestrian & Bicyclists By Age & Gender



Roadway Environments (Where)

To better understand crash trends across different roadway environments, crashes within the study area were classified into three categories: those within ADOT right-of-way, those located in developed areas of the City of Buckeye, and those in the more rural, undeveloped areas. Undeveloped areas within the Buckeye MPA include roadways owned and maintained by the City of Buckeye as well as those under the jurisdiction of Maricopa County (MCDOT). Roadway ownership within these areas is dynamic and continues to evolve as development occurs and annexation expands the City's boundaries. This contextual classification is shown in *Figure 11* and allows for more targeted analysis and deeper insights.

ADOT RIGHT OF WAY (ROW):
Consists of State Route 85 (SR-85) and Interstate 10 (I-10). The ADOT study area excludes the I-10 mainline but includes the traffic interchanges along I-10.

DEVELOPED AREAS:
Refers to portions of the study area that have been 'built out', which typically includes dense residential and commercial developments. The developed area of Buckeye was established specifically for this project in coordination with City of Buckeye staff.

UNDEVELOPED AREAS:
Refers to the parts of the study area that consist primarily of farmland, agriculture, low-density residential, or open land. This area typically includes sparse development with fewer homes and businesses. **If the area was not marked as ADOT or developed, then it was marked as undeveloped.**

While this Transportation Safety Plan evaluates conditions across the entire Buckeye MPA to provide a comprehensive understanding of safety trends, the City of Buckeye does not have direct jurisdiction over roadways owned by ADOT or MCDOT. As such, coordination with these agencies was conducted throughout the development of this plan to ensure a cohesive and collaborative approach to improving safety across the transportation network.

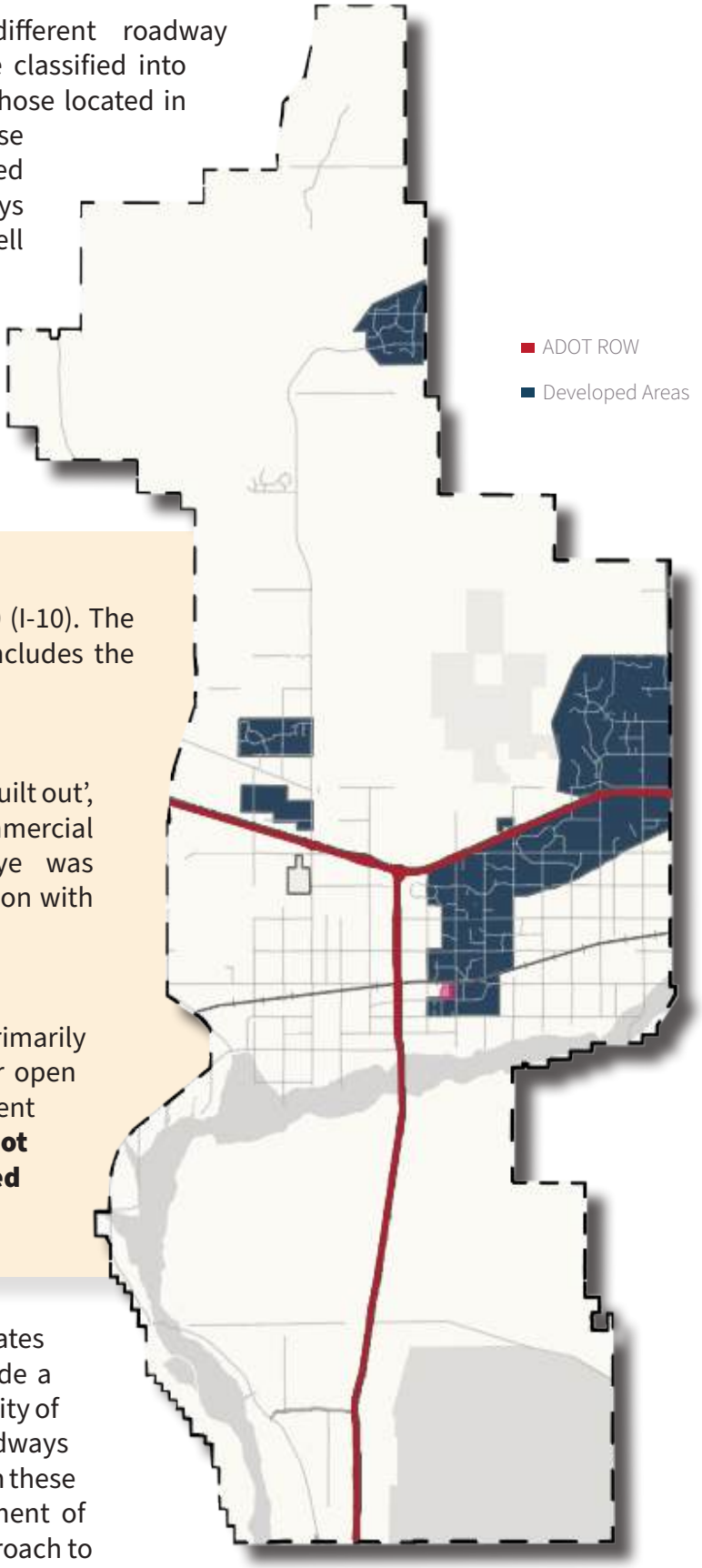
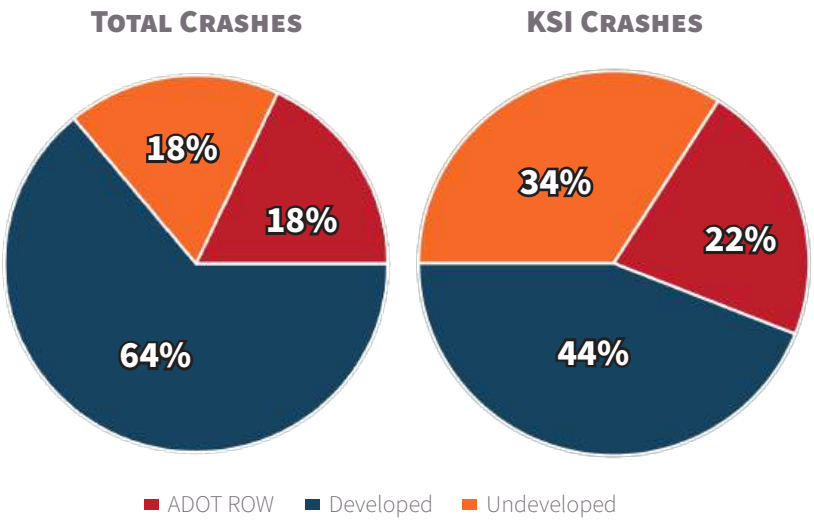


Figure 11: Roadway Environments in the Buckeye MPA (based on data from April 2025)

Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

The majority of total crashes occurred in the developed area of Buckeye (64%). While the majority of KSI crashes similarly occurred in the developed area (44%), the ratio between developed and undeveloped areas (34%) is less significant, indicating **KSI crashes are more evenly distributed across all roadway environments** in Buckeye as shown in *Figure 12*.

Figure 12: Distribution of Crashes per Roadway Environment (2019-2023)



As shown in *Table 2*, crashes involving pedestrians and bicyclists were also most common in the developed area likely due to higher prevalence of these road users in the developed area. Collisions involving motorcyclists occurred at the highest rate in the undeveloped area (4%), which, comparatively, account for only 2.2% of all crashes within the developed area. The following sections explore *Where* and *How* crashes occur per roadway environment.

Table 2: Crashes Within Identified Roadway Environments in Buckeye

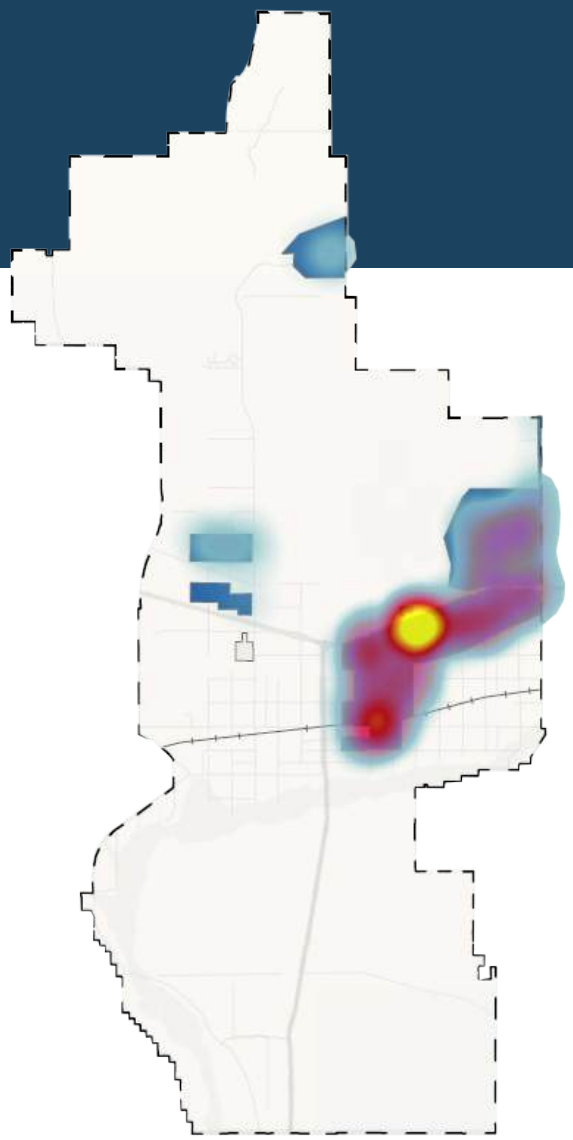
Region	Crash Category	2019	2020	2021	2022	2023	Total	%
ADOT ROW	Total Crashes	99	103	180	213	192	**787**	100%
	KSI Crashes	2	6	8	14	10	**40**	5.1%
	Fatal Crashes	1	2	2	4	4	**11**	1.4%
	Pedestrian Crashes	0	0	0	0	1	**1**	0.1%
	Bicyclist Crashes	0	1	0	1	0	**2**	0.2%
	Motorcyclist Crashes	0	3	4	3	5	**15**	1.9%
Developed Areas	Total Crashes	486	394	612	744	597	**2,833**	100%
	KSI Crashes	21	11	22	15	12	**81**	2.9%
	Fatal Crashes	2	3	6	4	2	**17**	0.6%
	Pedestrian Crashes	3	9	9	6	7	**34**	1.2%
	Bicyclist Crashes	6	1	5	6	2	**20**	0.7%
	Motorcyclist Crashes	13	10	13	18	7	**61**	2.2%
Undeveloped Areas	Total Crashes	127	123	173	192	192	**807**	100%
	KSI Crashes	12	11	15	9	17	**64**	7.9%
	Fatal Crashes	4	3	4	2	9	**22**	2.7%
	Pedestrian Crashes	1	1	0	2	1	**5**	0.6%
	Bicyclist Crashes	1	1	0	1	0	**3**	0.4%
	Motorcyclist Crashes	5	9	5	8	5	**32**	4.0%

Developed Areas

TOTAL CRASHES: **2,833**

KSI CRASHES: **81**

FATAL CRASHES: **17**



77% OF ALL CRASHES IN DEVELOPED AREAS OCCURRED WITHIN 150 FEET OF AN INTERSECTION

All Crashes

Intersection Crashes — *Non-Intersection Crashes*

COMPARED TO **73%** OF KSI CRASHES

KSI Crashes

Intersection Crashes — *Non-Intersection Crashes*

75% OF ALL INTERSECTION CRASHES IN DEVELOPED AREAS WERE REPORTED AT UNSIGNALIZED INTERSECTIONS

All Intersection Crashes

Unsignalized Intersection — *Signalized Intersection*

59% OF ALL FATAL CRASHES IN DEVELOPED AREAS OCCURRED AT UNSIGNALIZED INTERSECTIONS

Fatal Crashes

Unsignalized Intersection — *Other*

TOP CRASH SPOTS

INTERSECTIONS:

Watson Rd & Yuma Rd: **125 Crashes**

Sundance Ave & Watson Rd: **74 Crashes**

Verrado Way & Yuma Rd: **60 Crashes**

SEGMENTS:

Watson Rd: **104 Crashes**

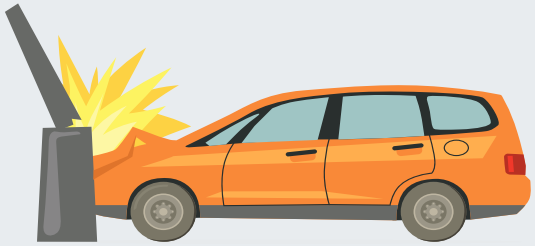
Yuma Rd: **102 Crashes**

Miller Rd: **63 Crashes**

Developed Areas - Continued

REAR END CRASHES

WERE THE MOST **COMMON CRASH TYPE** AMONG ALL CRASHES IN THE DEVELOPED AREA (28%)



SINGLE VEHICLE CRASHES

WERE THE **MOST COMMON CRASH TYPE OF KSI CRASHES** IN THE DEVELOPED AREA (24%)

79% OF KSI SINGLE VEHICLE CRASHES IN THE DEVELOPED AREA INVOLVED A COLLISION WITH A *FIXED OBJECT*. Curbs were the most frequently struck object.

29%

OF ALL CRASHES IN THE DEVELOPED AREA INVOLVED

SPEEDING

RESULTING IN 27 KSI CRASHES

31%

OF ALL CRASHES INVOLVED A

YOUNG DRIVER (<25)

RESULTING IN 23 KSI CRASHES

8%

OF ALL CRASHES INVOLVED

IMPAIRMENT

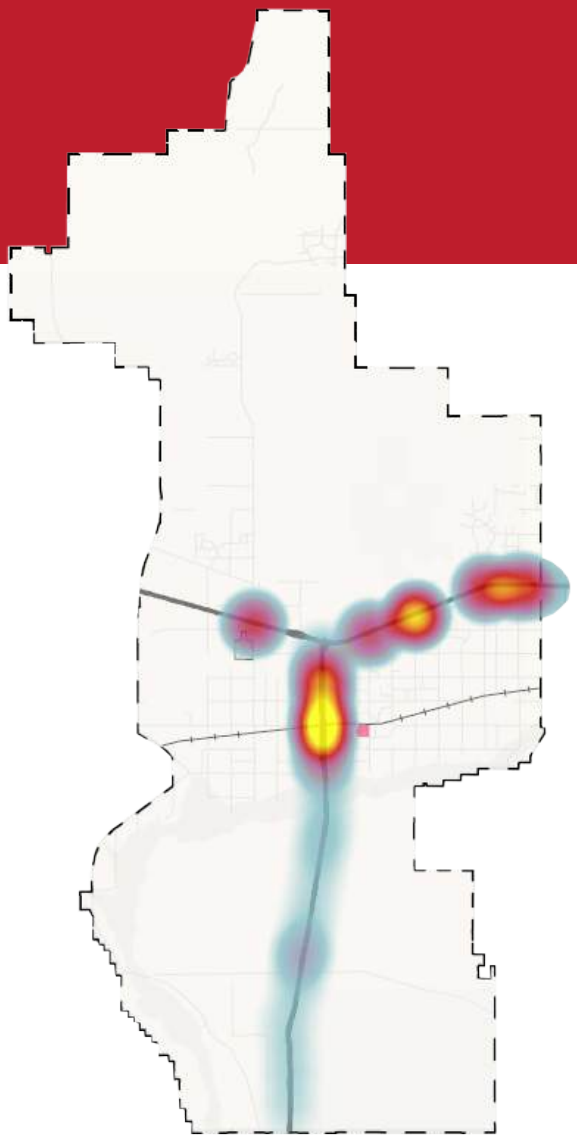
RESULTING IN 18 KSI CRASHES

ADOT Right-of-Way

TOTAL CRASHES: **787**

KSI CRASHES: **40**

FATAL CRASHES: **13**



71% OF ALL CRASHES IN ADOT AREAS OCCURRED WITHIN 150 FEET OF AN INTERSECTION

All Crashes

Intersection Crashes — *Non-Intersection Crashes*

COMPARED TO **78%** OF KSI CRASHES

KSI Crashes

Intersection Crashes — *Non-Intersection Crashes*

68% OF ALL INTERSECTION CRASHES IN ADOT AREAS WERE REPORTED AT UNSIGNALIZED INTERSECTIONS

All Intersection Crashes

Unsignalized Intersection — *Signalized Intersection*

69% OF ALL FATAL CRASHES IN ADOT AREAS OCCURRED AT UNSIGNALIZED INTERSECTIONS

Fatal Crashes

Unsignalized Intersection — *Other*

TOP CRASH SPOTS

Watson Rd & EB I-10:
53 Crashes

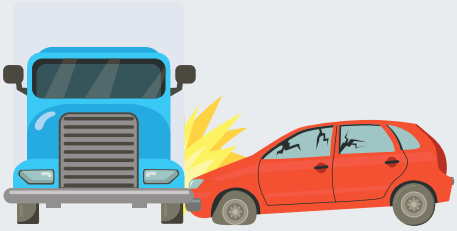
Broadway Rd & NB SR-85:
42 Crashes

Palo Verde Rd & WB I-10:
41 Crashes

ADOT Right-of-Way - Continued

REAR END CRASHES

WERE THE MOST **COMMON CRASH TYPE** AMONG ALL CRASHES IN THE ADOT AREA (32%)



ANGLE CRASHES

MADE UP **MORE THAN HALF OF ALL KSI CRASHES** IN THE ADOT AREA (53%)

ALL of these crashes occurred on SR-85

Running a stop sign was the most common violation of KSI angle crashes

Followed by Failure to Yield the Right-of-Way

32%

OF ALL CRASHES INVOLVED

Speeding

Resulting in 8 KSI crashes

28%

OF ALL CRASHES INVOLVED A

Young Driver (<25)

Resulting in 10 KSI crashes

7%

OF ALL CRASHES INVOLVED

Impairment

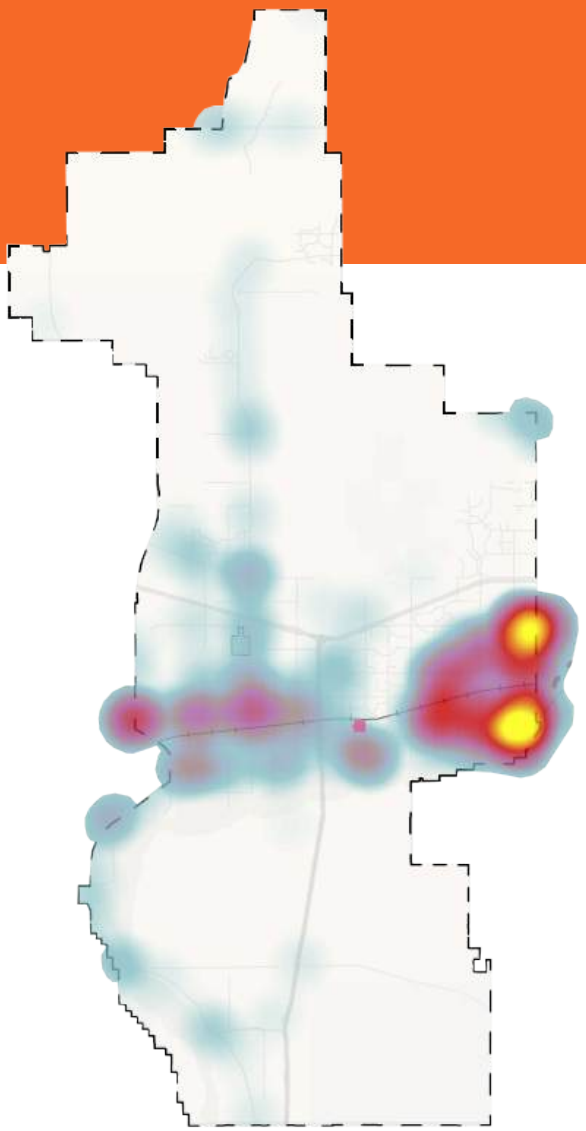
Resulting in 8 KSI crashes

Undeveloped Areas

TOTAL CRASHES: **807**

KSI CRASHES: **64**

FATAL CRASHES: **22**



61% OF ALL CRASHES IN UNDEVELOPED AREAS OCCURRED WITHIN 150 FEET OF AN INTERSECTION

All Crashes

Intersection Crashes — *Non-Intersection Crashes*

COMPARED TO **41%** OF KSI CRASHES

KSI Crashes

Intersection Crashes — *Non-Intersection Crashes*

87% OF ALL INTERSECTION CRASHES IN UNDEVELOPED AREAS WERE REPORTED AT UNSIGNALIZED INTERSECTIONS

All Intersection Crashes

Unsignalized Intersection — *Signalized Intersection*

14% OF ALL FATAL CRASHES IN UNDEVELOPED AREAS OCCURRED UNSIGNALIZED INTERSECTIONS

Fatal Crashes

Unsignalized Intersection — *Other*

TOP CRASH SPOTS

INTERSECTIONS:

Jackrabbit Trl & Yuma Rd: **34 Crashes**

West MC 85 & Jackrabbit Trl: **32 Crashes**

Beloat Rd & Jackrabbit Trl: **27 Crashes**

SEGMENTS:

Old US Hwy 80: **42 Crashes**

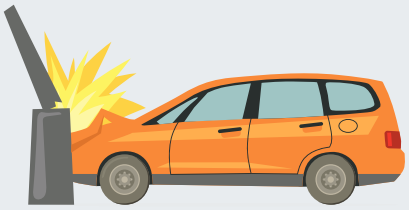
Baseline Rd: **33 Crashes**

MC-85: **32 Crashes**

Undeveloped Areas - Continued

Single Vehicle Crashes were the most common crash type among ALL crashes in the undeveloped areas (40%) and KSI Crashes (31%)

Single vehicle crashes involve a vehicle colliding with a fixed object or a vehicle overturning without hitting another vehicle



79% of Single Vehicle KSI Crashes involved impairment - including **5 out of 6** fatalities

Young drivers were present for 3 fatal crashes.

27%
of all crashes involved
Speeding

Resulting in 22 KSI crashes

29%
of all crashes involved a
Young Driver (<25)

Resulting in 17 KSI crashes

10%
of all crashes involved
Impairment

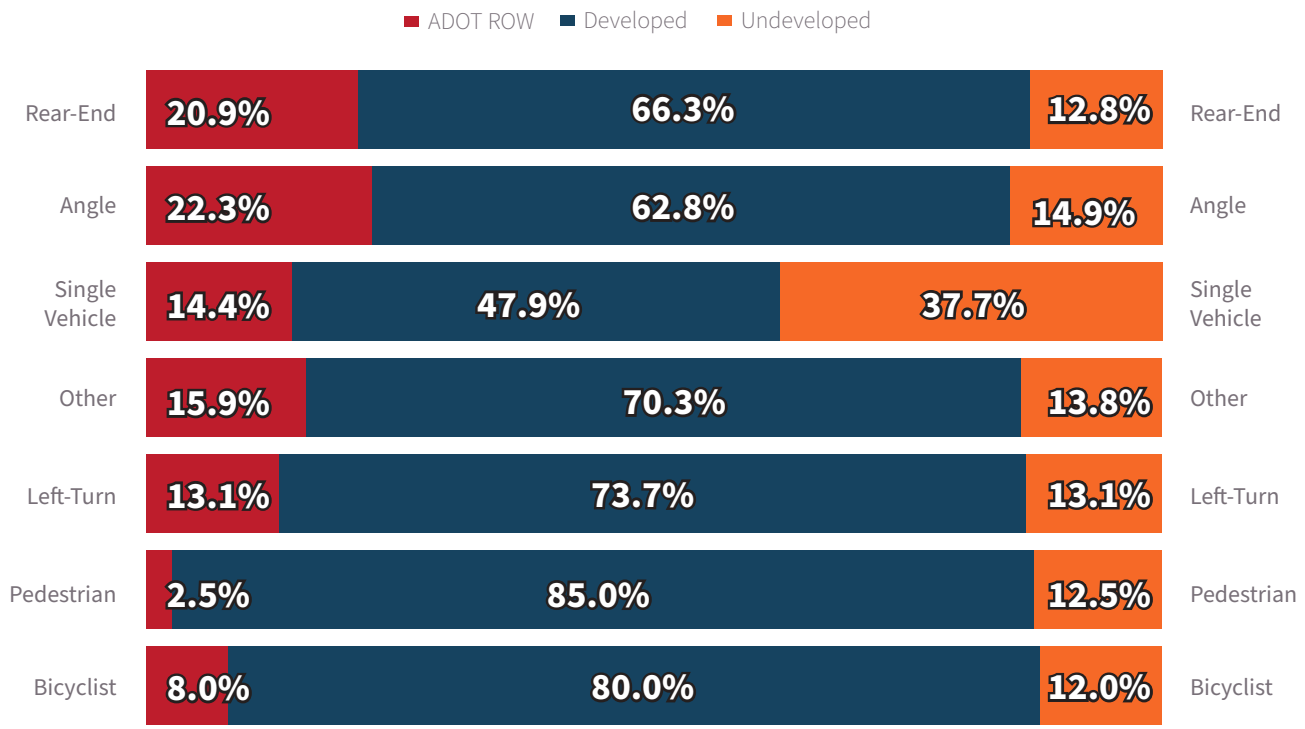
Resulting in 18 KSI crashes

Further Context and Comparison

While each roadway environment varies in top crash types and contributing factors, intersections, specifically unsignalized intersections, are the most common crash locations across all roadway environments with the exception of KSI crashes in the undeveloped areas. Also common amongst all environments were Speeding, Young Drivers, and Impairment as the top 3 identified behavioral crash factors.

As the developed area accounts for 64% of all crashes in the study area, any crash type with greater than 64% is overrepresented in the developed area. This includes rear end crashes, 'other' crashes, left turn crashes and pedestrian and bicycle crashes. As both ADOT facilities and Undeveloped Areas each account for 18% of study area crashes, crash types greater than 18% are considered overrepresented in these areas. Single vehicle crashes are overrepresented in the undeveloped area with 38% of single vehicle crashes occurring there, over twice the rate of all crashes that occurred in this context. Angle crashes and rear end crashes are overrepresented on ADOT facilities, with 22% and 21% of these crash types respectively occurring in this context . *Figure 13* shows the distribution of crash types across all roadway environments.

Figure 13: Share of Crash Types (2019-2023)

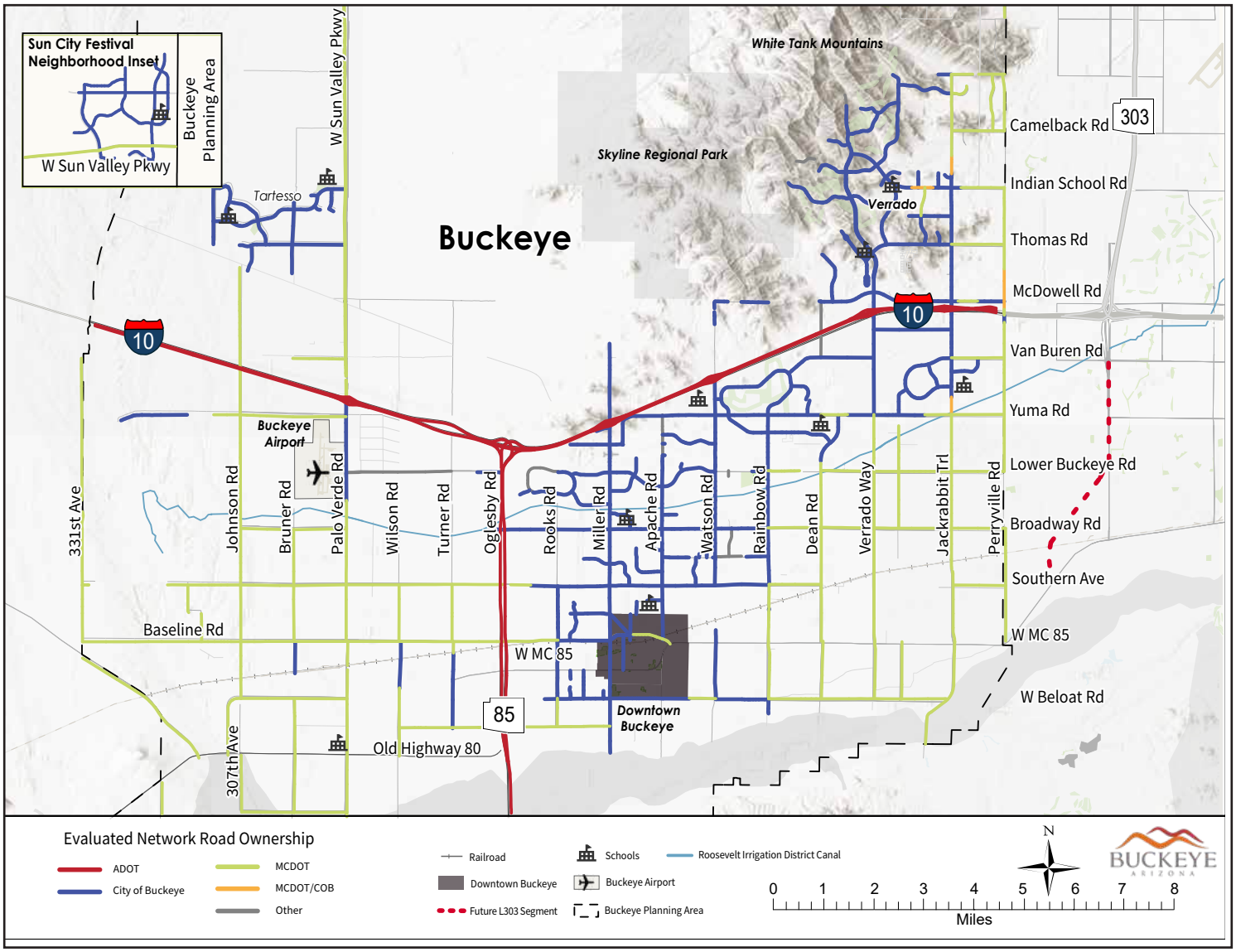


High Risk Network

A High-Risk Network (HRN) analysis was conducted for this planning process to specifically **identify roadway locations that are anticipated to have a higher propensity for motor vehicle crashes compared to the broader transportation network in Buckeye**. Developing a HRN offers a proactive approach by identifying areas with increased risk, even if they have not yet experienced a high number of incidents. This allows for the implementation of safety countermeasures **before** severe crash patterns emerge, leading with a safety-first approach.

To identify locations with a high potential for severe crashes in the City of Buckeye, a structured methodology was used to develop the HRN which is explained in greater detail in **Appendix C**. The evaluated network (*Figure 14*) includes 39% of Buckeye's paved roads (344 miles, excluding mainline I-10) and accounts for 95% of KSI crashes within the City. See Figure 16 for a map of the final HRN.

Figure 14: Buckeye Roadways Evaluated for High Risk Network



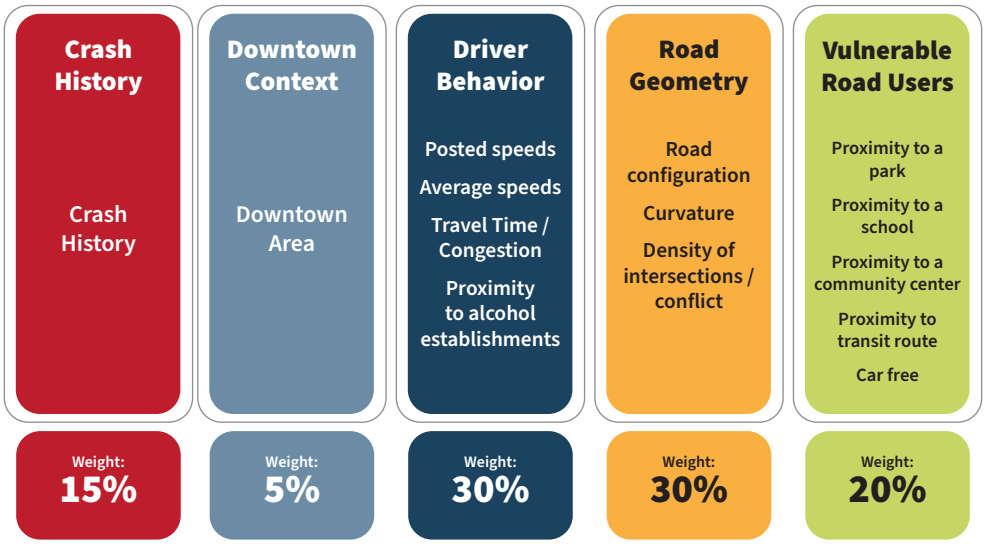
Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Segments

Risk for segments was measured through a risk score, calculated as a weighted score based on the identified risk factors. For roadway segments, fifteen risk factors were analyzed through five lenses: Crash History, Downtown Context, Driver Behavior, Road Geometry, and Vulnerable Road Users (VRU) as shown in *Figure 15*.

The weight assigned to each factor was based on the existing knowledge of conditions that increase the likelihood of a crash resulting in a higher injury severity. From the weighted risk factors, a composite risk score was calculated and applied to all segments in the evaluated Buckeye network. Segments with risk scores above defined thresholds (90th and 95th percentiles) were included in the HRN.

Figure 15: Segment Analysis Categories



Intersections

For intersections in Buckeye, the HRN analysis used the Maricopa Association of Governments (MAG) Tool for Network Screening called **MAG Intersection Safety Tool (MIST)**. The tool uses predictive safety evaluation using custom Safety Performance Functions tailored to the metro-Phoenix region and distinct for each intersection type. It combines crash data (from the ADOT general database, from 2015 to 2023) with estimated entering volumes at the intersection. The MAG MIST determines four Levels of Service of Safety (LOSS) that is based on the comparison of expected crashes and observed crashes:

- **LOSS 1: Indicates low potential for crash reduction**
- **LOSS 2: Indicates low to moderate potential for crash reduction**
- **LOSS 3: Indicates moderate to high potential for crash reduction**
- **LOSS 4: Indicates high potential for crash reduction**

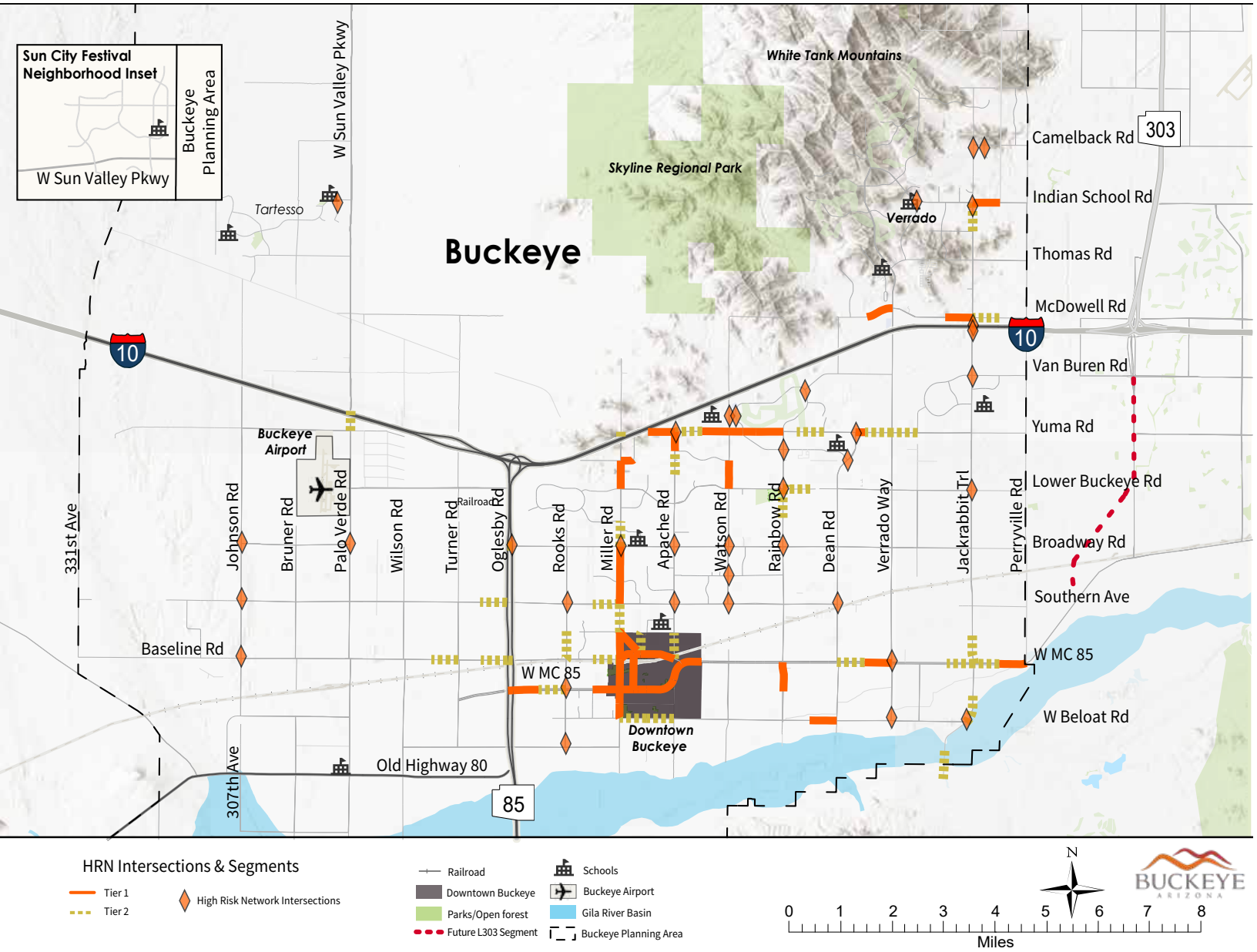
The intersections with LOSS 4 were identified as an HRN intersection, with Beloat Road & Jackrabbit Trail, and Rainbow Road & Sundance Parkway intersections included. These intersections were not included in the MAG MIST, yet they have 2 or more KSI crashes during the analysis time frame.

Buckeye's High Risk Network

Integrating the two evaluations, weighted risk and MIST, allows the HRN to be established as shown in *Figure 16*. This is comprised of **35 miles of roads and 40 intersections**.

- The identified High-Risk Network is comprised of 73 segments covering 34.8 miles. It represents 43% of KSI crashes (2019-2023 analysis period). Roadways that are on the HRN include: Miller Road, Yuma Road, downtown Buckeye, SR-85 crossings, and parts of Baseline Road and MC-85.
- The High Risk Network segments were divided into two tiers. Tier 1 represents the top 5% segments, and Tier 2 represents the top 10% segments.
- Forty (40) intersections were determined to be part of Buckeye's HRN, 31 that are on Buckeye's roads, 9 on Maricopa County's roads.

Figure 16: Buckeye High Risk Network



Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Underserved Communities

An additional step in the safety action plan discovery process is identifying areas of Buckeye classified as persistent poverty, also referred to as underserved communities. This information is necessary for future SS4A implementation grant applications to determine whether proposed projects are located entirely, partially, or not at all within an underserved community.

49 U.S. Code § 6702 (a)(1) - Definition

The term "Area of Persistent Poverty" means: (A) any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20 percent or more of the population continually lived in poverty, OR (B) any census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018.

Information was gathered via the USDOT - SS4A Underserved Community Tool. This interactive tool identifies census tracts that are defined as underserved communities. *Figure 17* shows the six (6) census tracts* in Buckeye that are identified as underserved community. **These underserved areas account for nearly 50% of the total area within the Buckeye Municipal Planning Area.**

*Most census tracts within this analysis extend beyond the borders of the Buckeye Municipal Planning Area and account for population figures within neighboring municipalities and other jurisdictions.

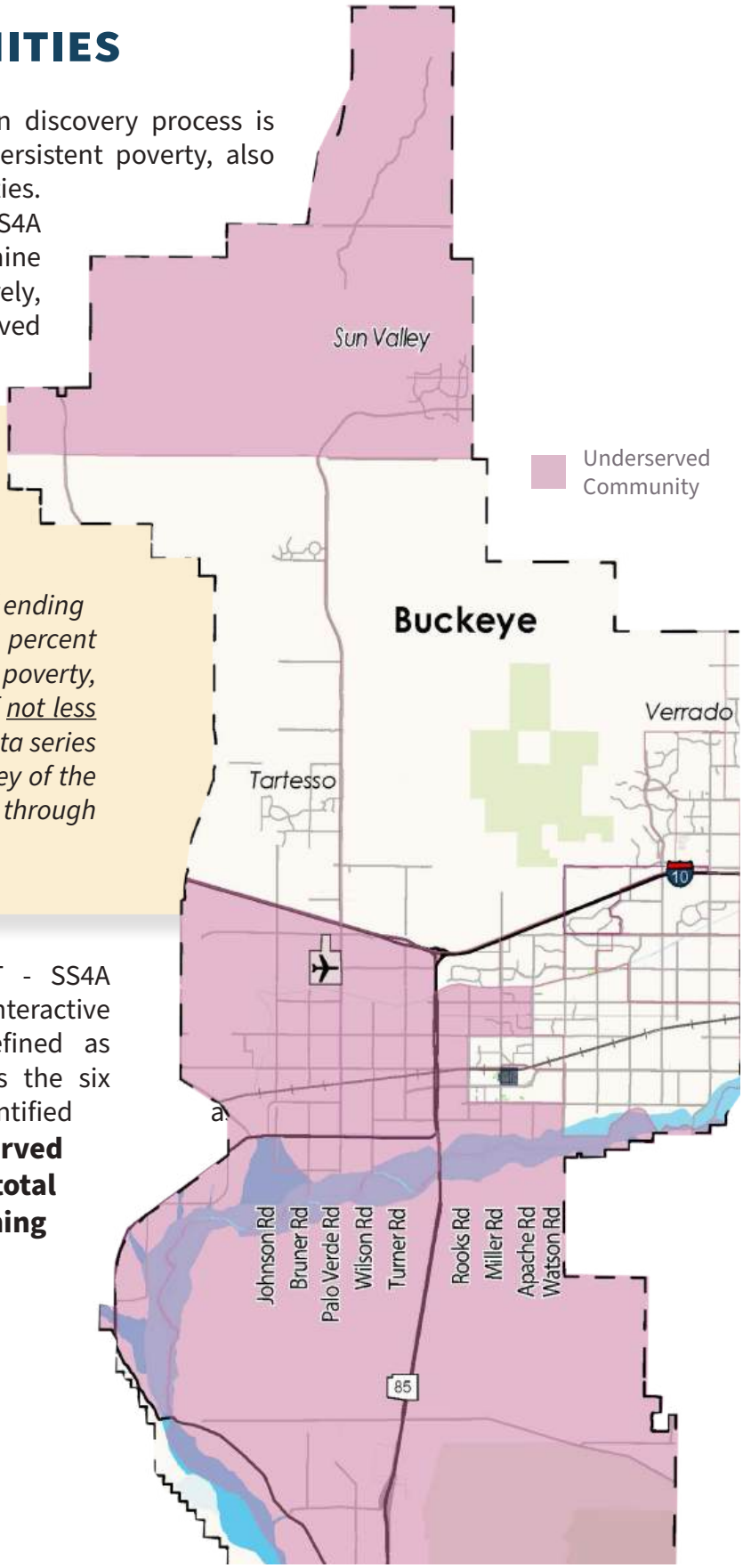


Figure 17: Buckeye Underserved Communities

Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Community Perspective

Phase 1 of our community engagement process took place between January and March 2025, and was about understanding the current transportation system from the community's perspective, as it relates to safety. The users of the network are the best reporters of safety issues because they have firsthand, often daily experience. A summary of the first phase of public engagement for this plan is included in **Appendix D**.

Engaging the community as part of the Discovery Phase of the planning process, allowed input to be integrated with the crash analysis to provide a comprehensive picture of safety issues that will inform the strategy development.

Phase 1 Engagement Results:

679 Survey Responses

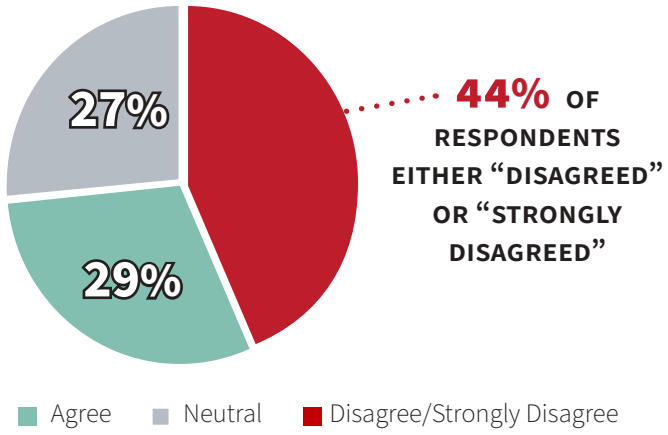
426 Map Comments

952 Website Views

When asked to indicate which locations have the most safety concerns, **intersections** were the top area of concern. **Main Roads and Local Streets, and turn-lanes** were the second and third most ranked locations respectively, indicating that there must be strategies that account for the context of the roadway being addressed, and strategies that are not just applicable to arterials but that are either intended for slow speed local roads or that can be applied system wide.

When asked about the most concerning behaviors, **speeding and drivers running red lights** were ranked #1 and #2 respectively with **distracted driving** ranked #3. These three items far outranked other options, and when given the option to write-in a response, speeding still was the most entered response, indicating a pressing need to address speeding and other dangerous behaviors through a combination of both infrastructure and non-infrastructure strategies.

When asked if they thought Buckeye streets are SAFE...

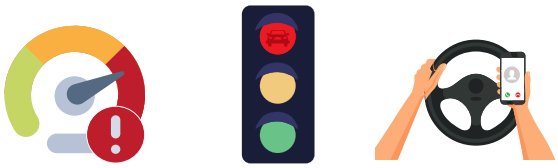


When asked what categories of strategies respondents would like the plan to include, **improving roadway design and maintenance**, **traffic signal operations** and **enforcement of existing traffic laws** ranked the highest among the eight options listed, indicating that people would like to see solutions that create an environment that discourages dangerous behaviors.

THE LOCATIONS WITH THE MOST SAFETY CONCERNS...

Intersections | Main Roads & Local Streets | Turn Lanes

THE MOST CONCERNING BEHAVIORS ARE...

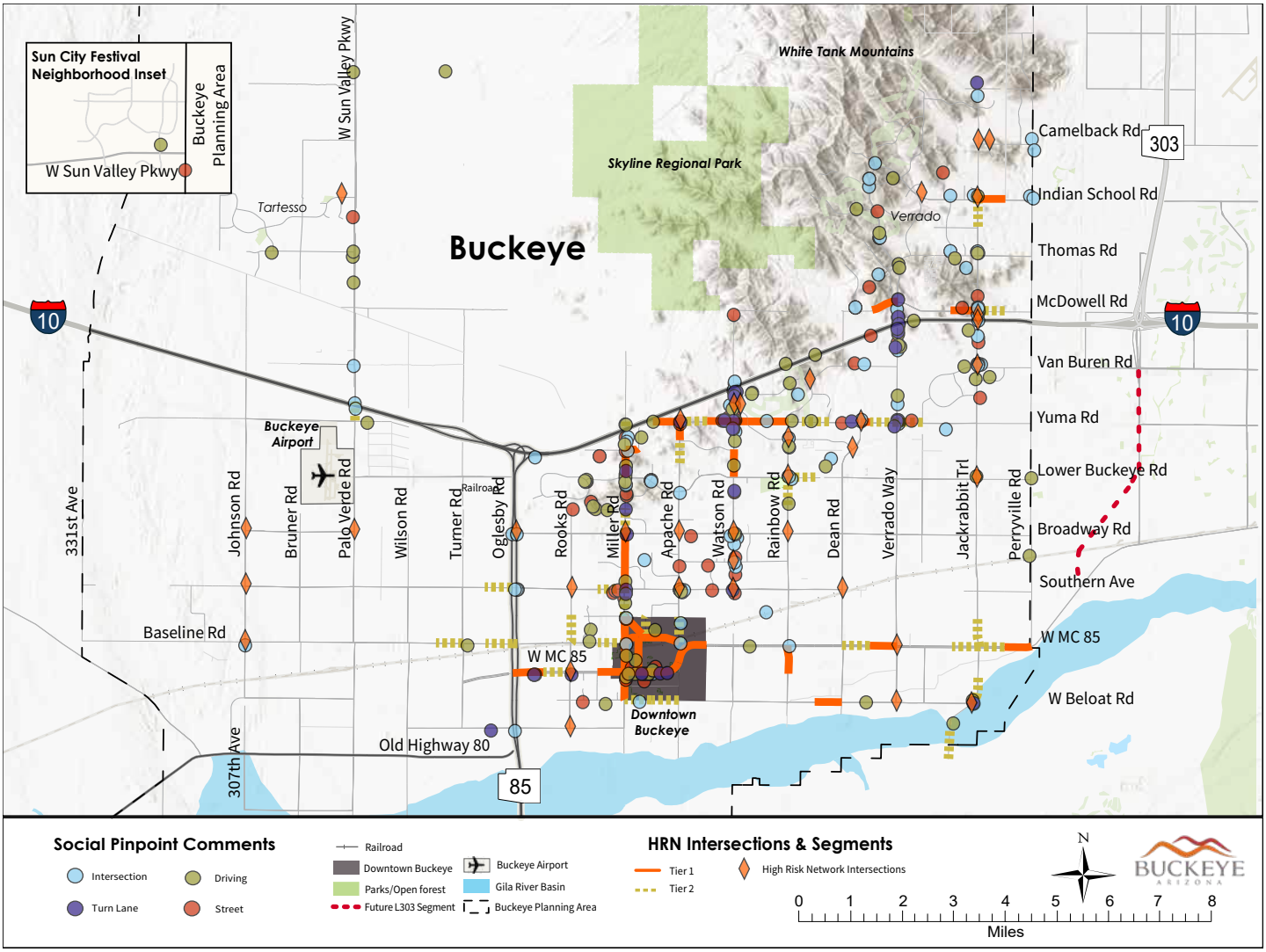


Speeding | Running Red Lights | Distracted Driving

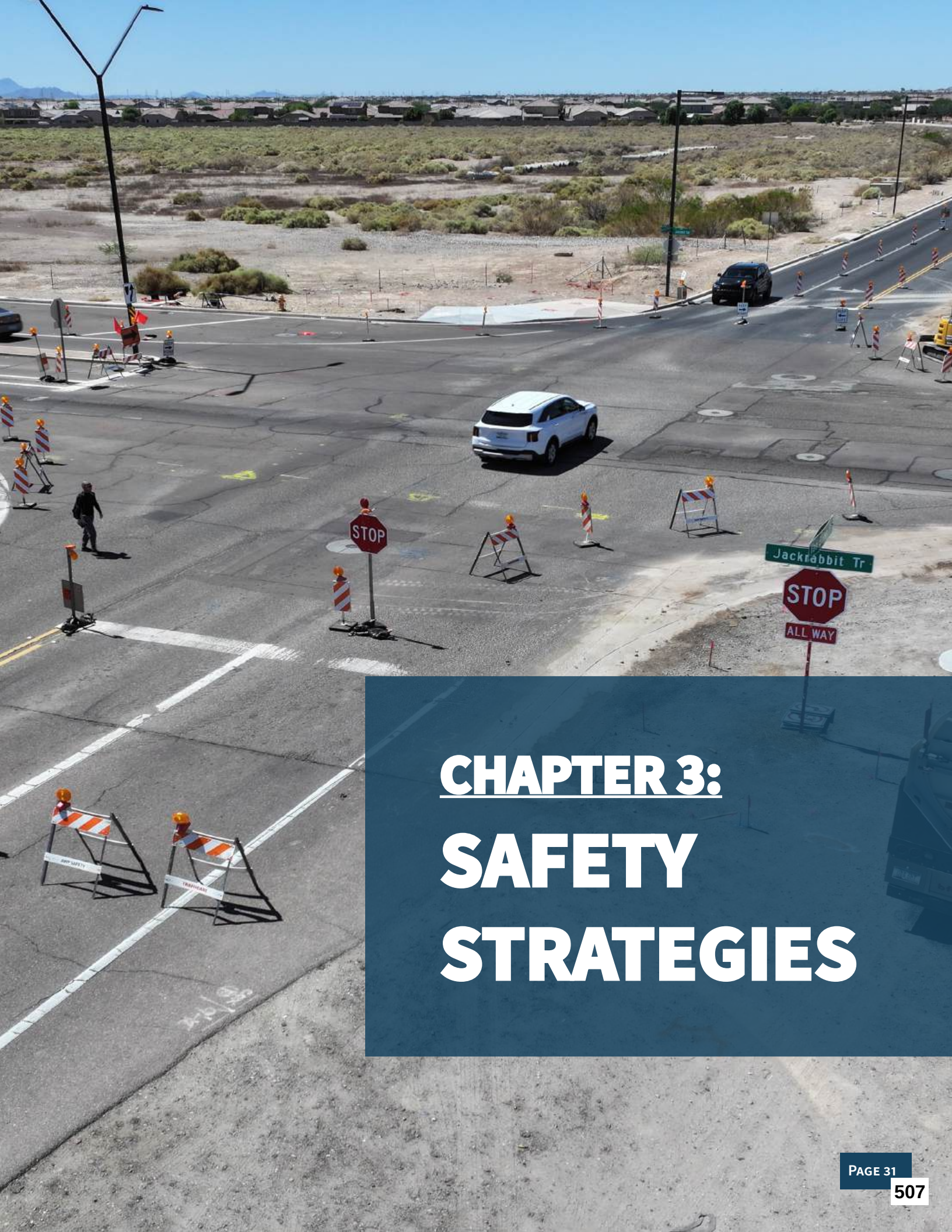
The online survey for Phase 1 contained a mapping activity that allowed participants to locate and pin areas of concern. The comments were analyzed for location and what type of issue or concern was identified. There were over 420 comments that were grouped into seven categories: bicycling, driving behaviors, intersections, schools, streets, turn lanes, and walking. See **Appendix D** for maps by category.

Having the comments geographically based, allowed for cross-evaluation with the High-Risk Network. In reviewing *Figure 18*, alignment between community input and the High-Risk Network demonstrates the connection of data and safety concerns identified by the public, which informs the development of strategies and solutions.

Figure 18: Buckeye Community Safety Comments Overlaid on HRN



Source: City of Buckeye, Arizona, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS



CHAPTER 3:
SAFETY STRATEGIES

The primary purpose of the Buckeye Transportation Safety Plan is to identify strategies that the City will enact to ensure all people, regardless of mode or ability, can travel safely on its roadways as our community grows.

In order to develop a comprehensive list of safety strategies, seven supportive work efforts were completed that are shown in *Figure 19*:

- Detailed crash analysis
- Community Engagement
- Agency Coordination with Maricopa County Department of Transportation (MCDOT) and Arizona Department of Transportation (ADOT)
- An Assessment of Local Policies, Plans, and Standards/Guidelines;
- Safe Systems Benchmarking
- Review and Evaluation of Proven Safety Countermeasures
- Predictive Risk Analysis

Figure 19: Buckeye Safety Strategy Elements

Local Initiatives

As shown in Chapter 1, 11 local plans, policies, guidelines, etc. were reviewed to gain an understanding of current initiatives and to identify recommendations for changes to promote improved roadway safety. From this review, detailed recommendations related to improving roadway safety are provided in **Appendix E** and summarized in *Table 3* on the following page. Recommendations are grouped into four areas:

- Policies and processes recommended in previously completed planning documents that have not yet been implemented by the City.
- Recommended updates to existing City policies and processes.
- Recommended new policies and processes.
- Projects

Table 3: Recommendations for Strategy List Integration

Local Planning Efforts	Recommendations Integrated into Strategy List
Buckeye Bicycle and Pedestrian Master Plan	**Projects:** Locations of recommended projects/improvements will be integrated into project recommendations related to the High Risk Network (HRN).
Buckeye in Motion Transportation Master Plan	**Projects:** Locations of recommended projects/improvements will be integrated into project recommendations related to the HRN.
Buckeye Parks and Recreation Master Plan	**Implement Existing Recommendations:** It is recommended that these strategies: Strategy 13.5.16, 13.5.26, 13.5.27, 13.5.30, 13.9.16, 13.9.22, 13.9.25 from the Parks and Recreation Master Plan be implemented.
Buckeye Transit Study	**Projects**: Locations of recommended projects/improvements will be integrated into project recommendations related to the HRN.
Downtown Buckeye Specific Area Plan (DSAP)	**Implement Existing Recommendations:** It is recommended that actions and subtasks: Action 7.3.1 Subtask 1, Action 7.3.4 Subtask 1 from the Downtown Buckeye Specific Area Plan be implemented. **Projects:** Locations of recommended projects/improvements will be integrated into project recommendations related to the HRN.
El Rio District Area Plan	**Projects:** Locations of recommended projects/improvements will be integrated into project recommendations related to the HRN.
Buckeye 2040 General Plan	**Implement Existing Recommendations:** Although Policy S-3.5 is being done informally through City Hall meetings, it is recommended that a programmatic approach be implemented to further reinforce safety through education programs in the community.
Access Mgmt. Guidelines Technical Memorandum	**Recommend Updates:** Integrate the access management guidelines document into the City's Engineering Design Standards with recommended modifications, and include a standard detail that illustrates access spacing standards for various roadway classifications as noted in **Appendix E**.
Buckeye Speed Cushion Policy	**Recommend Updates:** Integrate the Buckeye Speed Cushion Policy into the City's Engineering Design Standards with recommended modifications, and modify the Speed Cushion detail with recommendations noted in **Appendix E**.
Buckeye Engineering Design Standards	**Recommend Updates:** Section 6-1 Transportation Impact Analysis Section 6-2 Intelligent Transportation Systems Section 6-3 Street Planning and Design Criteria Section 6-4 Transportation Traffic Signals Section 6-5 Signing and Marking Section 7-1 Street Lighting **Recommend New Policies and Processes:** • Speed Limit Setting and Management • Positive Left-Turn Offsets • Midblock Pedestrian/Bicyclist Crossing

The Buckeye ITS Strategic Plan and El Rio Design Guidelines and Planning Standards did not contain specific recommendations for projects or policies that were integrated into the final list of strategies.

Predictive Risk Analysis

A review of current conditions and issues was conducted to identify predictive risks. Extensive national, state, and local research provides a strong foundation for applying proactive, system-wide safety measures to reduce crashes in different roadway settings. Building on this research, along with crash data analysis and local context, ten existing conditions were identified as high-risk factors that could continue to contribute to crashes if left unaddressed.

Table 4 identifies the current conditions and predictive risks analyzed.

Table 4: Predictive Risks

Current Condition for Buckeye MPA	Predictive Risk of Current Approach
Mismatched design context with urbanizing areas, high speeds, wide roads, disconnected street networks	Increased crash severity, costly future retrofits, and poor compatibility between land use and roadway function.
Leapfrog development causing infrastructure gaps	Unsafe conditions, long-term infrastructure deficits, and costly catch-up projects.
First/last-mile gaps in newer areas	Isolated neighborhoods, poor walkability, and future need for costly infill projects.
Need for low-maintenance, self-regulating intersection control in outlying areas	Higher crash severity, long-term signal maintenance burden, and unreliable operations in remote areas.
Long emergency response times in outlying areas	Delayed emergency response, increased crash fatalities, and diminished public safety.
Limited enforcement presence over large areas	Persistent speeding, limited deterrence, and higher crash risk.
Increased pedestrian and bicyclist exposure	Higher risk of crashes involving vulnerable users, deterring walking and biking.
Lack of safe crossings on wide arterials	Continued pedestrian injuries and fatalities and public concern over unsafe crossings.
High proportion of young/inexperienced drivers	Elevated crash rates among young drivers, with long-term safety and liability impacts.
School traffic issues	Congestion, unsafe pickup/drop-off conditions, and neighborhood complaints.

Agency Coordination

As noted in the crash analysis, the roadways and highways that traverse through the City of Buckeye are owned by three agencies: Buckeye, MCDOT, and ADOT. Understanding each agency's processes, procedures, study efforts, funding, and design guidelines/standards is essential to establish partnerships and working relationships to create a safer transportation network as Buckeye continues to grow.

Figure 20: Inter-Agency Work Session

To prioritize interagency collaboration, Buckeye, MCDOT, and ADOT participated in three rounds of work sessions. These sessions were designed to:

1. Review each agency's roadway design processes, education and communication programs, enforcement practices, post-crash response, and development requirements.
2. Collect feedback on draft safety strategies.
3. Identify the steps, resources, and commitments needed to implement strategies and projects in this plan.

The results of the first two work sessions are reflected in the application field of each strategy—categorized as developed areas, undeveloped areas (City of Buckeye and MCDOT), or ADOT right-of-way—and are carried forward into Chapter 4. While this plan evaluates conditions across the full Buckeye MPA, each agency maintains independent jurisdiction and authority over its respective roadway system. Coordination with ADOT and MCDOT occurred throughout the development of this plan, and the City of Buckeye frequently partners with these agencies through inter-governmental agreements to advance shared safety improvements.

Proven Safety Countermeasures

A goal in developing strategies was to identify proven work efforts that have positive benefits in reducing crashes related to the main types, factors, and conditions related to Buckeye's crash picture. USDOT is the main source of countermeasure evaluation through FHWA studies and resources, the *Manual on Uniform Traffic Control Devices* (MUTCD), the National Highway Traffic Safety Administration (NHTSA) – *Countermeasures that Work*, and the Crash Modification Factors Clearinghouse database (CMF Clearinghouse). These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

The effectiveness of countermeasures is a key component used when developing strategies for a safety action plan. The CMF Clearinghouse and the majority of FHWA's resources provide detailed information about the value and applicability of each countermeasure. An example of effectiveness and application is shown in *Figure 21*.

Figure 21: Example Countermeasure Information

Countermeasure Name & ID Number	
INSTALL A TRAFFIC SIGNAL CMF ID:320	
Star Quality Rating	
★★★★★	
Crash Reduction Factor (CRF)	
Value:	67% (*This value indicates a **decrease** in crashes*)
Applicability	
Crash Type:	Angle
Crash Severity:	K (fatal), A (serious injury), B (minor injury), C (possible injury)
Roadway Types:	Not Specified

Safe Systems Benchmarking

The Safe Streets and Roads for All (SS4A) program aids the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy and aims to eliminate roadway fatalities through the Safe System Approach. This approach was used as a lens to review existing plans and documents to identify themes as related to the five Safe System elements. **The final list of strategies was categorized using those of the Safe System Approach:**

Safe Road Users

Safe Road Users focuses on creating conditions that prioritize road users by encouraging safe and responsible driving and behaviors so all travelers can reach their destinations unharmed. Reviewing existing plans and policies, there is clear guidance around educating and encouraging safer travel for the community that includes:

- Conducting safety programs throughout the community.
- Proactively enforcing traffic codes and ordinances.
- Implementing a Safe Routes to School Program.
- Encouraging mode shifts to walking and biking, and promoting community-wide transit ridership.
- Continuing to provide options to underserved and disadvantaged communities.

Safe Roads

Safe Roads focuses on the design elements of a roadway which minimize serious injuries if/when crashes occur. FHWA also defines safer roads as those that encourage safer behaviors and facilitate safer travel for the most vulnerable users. Safe Roads is the most frequently addressed Safe System Approach element found within Buckeye's current policy documents, as summarized below:

- Providing safe, accessible, and connected travel networks and promote all forms of transportation.
- Working with schools to develop and implement a Safe Routes to School Program.
- For new developments, requiring on-site infrastructure for Vulnerable Road Users (VRU) and connectivity to the existing system.
- Collaborating through partnerships and agreements for maintaining and connecting maintenance roads for VRU.
- Designing roadways with physical separation of VRU to improve safety and establish guidelines for crossings with motor vehicles.
- Evaluating opportunities to improve traffic flow by addressing missing links in the arterial network.
- Expanding the traffic management center (TMC) and implement strategic infrastructure to relay traveler information and improve traffic operations.

Post-Crash Care

Post-Crash Care focuses on enhancing crash survivability by ensuring quick access to emergency medical care, creating a safe working environment for first responders, and preventing secondary crashes through effective traffic incident management practices. FHWA emphasizes the importance of rapid medical response and coordination among emergency services to minimize the severity of injuries. Effective incident management is crucial for maintaining safety on roadways and minimizing disruptions:

- Establishing and monitoring incident response times and standards.
- Updating Emergency Operations Plan regularly to ensure effective, coordinated response.
- Planning for strategic placement of first responders, including the siting of fire stations and temporary apparatus staging in high-demand areas, to reduce response times.

Safe Speeds

Safe Speeds promotes appropriate travel speeds through thoughtful roadway design, consistent speed-limit policies, education, and targeted enforcement. Reducing excessive speeds helps align driver behavior with roadway context, improving visibility, reaction time, and overall crash survivability. Three themes that are within the existing policies related to speed mitigation are:

- Designing roadways with high pedestrian activity, such as Downtown Buckeye, to support low operating speeds through strategic geometry, such as narrower travel lanes, tighter curb radii, on-street parking, and enhanced pedestrian crossings.
- Incorporating traffic-calming and speed-management principles during roadway design, including features such as speed cushions, raised intersections, and chicanes.
- Applying context-appropriate lane widths and cross-section designs to align target, design, and posted speeds, consistent with FHWA's Safe System Speed Management Framework and MUTCD (2023) guidance.

Safe Vehicles

Safe Vehicles focuses on vehicle safety systems and features that help prevent crashes and minimize the severity of injuries and collision impacts. Traditionally, this element has been the purview of vehicle engineers and manufacturers, and no local policies have been identified to date. However, as the City grows, it may expand in-house services currently provided by third parties—such as solid waste collection or emergency medical transport. If the City begins to operate its own fleet vehicles, it should consider safety-focused vehicle specifications that align with Safe System principles. These may include:

- Equipping fleet vehicles with Intelligent Speed Assistance (ISA) systems that provide speed feedback and compliance alerts.
- Selecting vehicles with cab-over-engine design or lower hood profiles to enhance driver sight distance and reduce blind zones for pedestrians and bicyclists.
- Installing side-guard panels on larger vehicles to prevent severe crashes with vulnerable road users.
- Outfitting vehicles with advanced driver-assistance systems (ADAS) such as automatic emergency braking, pedestrian detection, and blind-spot monitoring.
- Implementing fleet safety policies that include regular driver training, vehicle maintenance checks, and adoption of new safety technologies as they become available.

Community Engagement

Phase 2 of the community engagement process took place between September and November 2025, and was focused on gathering feedback and comments on the proposed strategy list. Details on Phase 2 community engagement activities and findings are provided in **Appendix F**.

248 Survey Responses

82 In Person Conversations

In lieu of a standard community meeting, the team provided in-person interactions at two scheduled community events, set up an information table at Coyote Library for several days, and distributed engagement materials at a Halloween event. At these events, the project team presented a shortened list of proposed strategies on poster boards which asked participants to indicate, with stickers, whether they "Agreed", "Disagreed", or were "Neutral" with the strategies. Participants were also asked to rank the five focus areas from highest to lowest priority using sticky notes.

An online survey set up on the Social Pinpoint platform, was conducted between September 29th and November 17, 2025 that presented a select list of 25 proposed strategies and allowed participants to indicate whether they Agreed, Disagreed, or were Neutral towards each. The survey also prompted participants to enter their own strategies that they thought should be included in the list.

Respondents overwhelmingly supported most strategies, with average agreement scores typically between 2.7 and 3.0 on a 3-point scale. Strongest agreement appeared in strategies related to Safe Roads for People Walking & Biking, particularly Safe Routes to School (SRTS), complete streets design, and separated bicycle facilities, while Safe Intersections strategies such as protected left turns, lighting improvements, and enhanced signage also received high marks. Participants contributed extensive written feedback emphasizing the need for better lighting, more traffic enforcement, improved signage, additional signals, clearer lane markings, and infrastructure to support pedestrians and cyclists. **Across all focus areas, open-ended comments consistently highlighted three themes: inadequate lighting, insufficient enforcement, and roadway designs that cannot keep up with rapid population growth**.

When asked to prioritize the focus areas, **participants ranked SAFE INTERSECTIONS as the highest priority**, followed by Safe Roads and Safe Speeds. Safe Roads for People Walking & Biking and Safe Users were ranked lower but still received significant support.

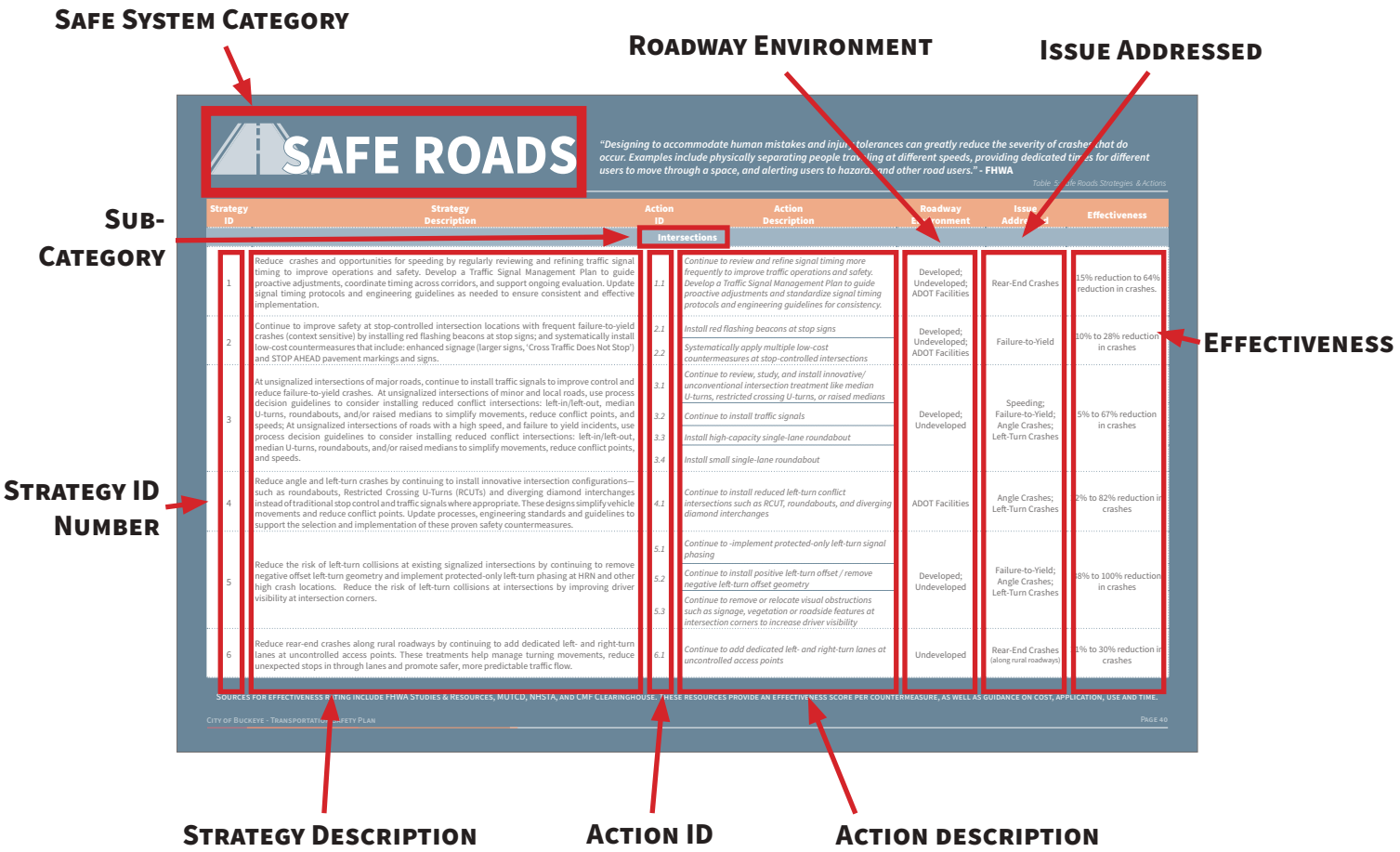
Safety Strategies

The final approved list of strategies is presented on the following pages. Each strategy is housed under one of the five Safe System Approach categories (Safe Roads, Safe Road Users, Safe Speeds, Post-Crash Care, and Safe Vehicles). Each strategy is presented alongside the relevant roadway environment (Developed, Undeveloped, ADOT Facilities), the issue the strategy addressed, and its application in the City of Buckeye.

Many of the strategies identified in this plan build on ongoing efforts already being implemented by the City of Buckeye and its partner agencies. Strategies described as "continue" or "enhance" reflect existing programs, policies, and practices that are already contributing to improved safety outcomes. This demonstrates the City's proactive approach to transportation safety and its commitment to continuously refining and strengthening its efforts over time. While this plan introduces new actions, it also reinforces and expands upon initiatives already underway.

The full set of strategies and actions, including detailed descriptions and implementation considerations, is provided in Appendix G. A toolbox of potential safety countermeasures that support the identified strategies and actions is provided in Appendix H.

Figure 21: How to Read This Section:



SAFE ROADS

"Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users." **- FHWA**

Table 5: Safe Roads Strategies & Actions

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
Intersections						
1	Reduce crashes and opportunities for speeding by regularly reviewing and refining traffic signal timing to improve operations and safety. Develop a Traffic Signal Management Plan to guide proactive adjustments, coordinate timing across corridors, and support ongoing evaluation. Update signal timing protocols and engineering guidelines as needed to ensure consistent and effective implementation.	*1.1*	*Continue to review and refine signal timing more frequently to improve traffic operations and safety. Develop a Traffic Signal Management Plan to guide proactive adjustments and standardize signal timing protocols and engineering guidelines for consistency.*	Developed; Undeveloped; ADOT Facilities	Rear-End Crashes	15% reduction to 64% reduction in crashes.
2	Continue to improve safety at stop-controlled intersection locations with frequent failure-to-yield crashes (context sensitive) by installing red flashing beacons at stop signs; and systematically install low-cost countermeasures that include: enhanced signage (larger signs, 'Cross Traffic Does Not Stop') and STOP AHEAD pavement markings and signs.	*2.1*	*Install red flashing beacons at stop signs where appropriate*	Developed; Undeveloped; ADOT Facilities	Failure-to-Yield	10% to 28% reduction in crashes
		2.2	*Systematically apply multiple low-cost countermeasures at stop-controlled intersections*			
3	At unsignalized intersections of major roads, continue to install traffic signals to improve control and reduce failure-to-yield crashes. At unsignalized intersections of minor and local roads, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds; At unsignalized intersections of roads with a high speed, and failure to yield incidents, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds.	*3.1*	*Continue to review, study, and install innovative/ unconventional intersection treatment like median U-turns, restricted crossing U-turns, or raised medians*	Developed; Undeveloped	Speeding; Failure-to-Yield; Angle Crashes; Left-Turn Crashes	5% to 67% reduction in crashes
		3.2	*Continue to install traffic signals where warranted*			
		3.3	*Install high-capacity single-lane roundabout where appropriate*			
		3.4	*Install small single-lane roundabout where appropriate*			
4	Reduce angle and left-turn crashes by continuing to install innovative intersection configurations—such as roundabouts, Restricted Crossing U-Turns (RCUTs) and diverging diamond interchanges instead of traditional stop control and traffic signals where appropriate. These designs simplify vehicle movements and reduce conflict points. Update processes, engineering standards and guidelines to support the selection and implementation of these proven safety countermeasures.	*4.1*	*Continue to install reduced left-turn conflict intersections such as RCUT, roundabouts, and diverging diamond interchanges*	ADOT Facilities	Angle Crashes; Left-Turn Crashes	22% to 82% reduction in crashes
5	Reduce the risk of left-turn collisions at existing signalized intersections by continuing to remove negative offset left-turn geometry and implement protected-only left-turn phasing at HRN and other high crash locations. Reduce the risk of left-turn collisions at intersections by improving driver visibility at intersection corners.	*5.1*	*Continue to implement protected-only left-turn signal phasing where appropriate*	Developed; Undeveloped	Failure-to-Yield; Angle Crashes; Left-Turn Crashes	38% to 100% reduction in crashes
		5.2	*Continue to install positive left-turn offset / remove negative left-turn offset geometry*			
		5.3	*Continue to remove or relocate visual obstructions such as signage, vegetation or roadside features at intersection corners to increase driver visibility*			
6	Reduce rear-end crashes along rural roadways by continuing to add dedicated left- and right-turn lanes at uncontrolled access points. These treatments help manage turning movements, reduce unexpected stops in through lanes and promote safer, more predictable traffic flow.	*6.1*	*Continue to add dedicated left- and right-turn lanes at uncontrolled access points*	Undeveloped	Rear-End Crashes (along rural roadways)	21% to 30% reduction in crashes

Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

SAFE ROADS - CONTINUED

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
Segments						
7	Continue to install solar-powered dynamic speed feedback signs that alert drivers when they exceed the posted limit, to reduce speeding and improve driver compliance on roadways on the HRN or that have known speed-related incidents. Pair these signs with periodic, targeted enforcement to reinforce safe driving behavior and increase awareness.	*7.1*	*Continue to install solar-powered dynamic speed feedback signs (temporary or permanent) that alert drivers when they exceed the posted limit where appropriate*	Developed; Undeveloped	Speeding	5% reduction in crashes
8	Reduce single-vehicle crashes by improving roadway visibility through targeted infrastructure upgrades. This includes continuing to install streetlights at intersections, merge points, and along high-risk roadway corridors; and enhancing the visibility of signs, signals and pavement markings along roadway corridors. Where needed, update engineering details, standards and guidelines to support consistent application of these safety countermeasures.	*8.1*	*Continue to enhance visibility of signs, signals, and pavement markings along roadway corridors*	ADOT Facilities	Single-Vehicle Crashes	28% to 42% reduction in crashes
		8.2	*Install street lights at intersections and merge points*			
9	Enhance roadway traction to reduce single-vehicle crashes by applying high-friction surface treatments at curves, intersections and other high-risk locations. These treatments increase skid resistance and reduce stopping distances, especially under wet conditions. Update engineering standards and guidance to ensure consistent identification and treatment of priority locations	*9.1*	*Install high-friction pavement and rumble strips*	Developed; Undeveloped	Single-Vehicle Crashes; Sideswipes	30% reduction in crashes
10	Reduce single-vehicle, sideswipe, and head-on collisions by continuing to enhance roadway edge definition and driver guidance. Widen edge lines to improve visibility and lane keeping, install rumble strips and/or raised pavement markers at close spacing to alert drivers who drift from the travel lane, and apply enhanced curve delineation such as chevrons, reflective post panels, and curve warning pavement markings on horizontal curves. Update pavement marking and signing standards to ensure consistent application of these countermeasures.	*10.1*	*Continue to install enhanced delineation for horizontal curves*	Undeveloped	Single-Vehicle Crashes; Sideswipes	6% to 12% reduction in crashes
		10.2	*Widen edge lines*			
11	On roadways with good pavement quality and right of way availability, continue to improve roadside safety by widening shoulders per Buckeye's standard (6-3.207 G of a minimum 10-foot shoulders) in areas without curbs and expanding the clear zone to reduce crash severity. Where fixed objects like utility poles cannot be relocated, continue to install protection around object, and/or add signage/ object markers for better driver awareness. Update roadway design standards to support consistent implementation.	*11.1*	*Widen shoulders and expand the clear zone to reduce crash severity, providing 10-foot minimum shoulders in areas without curbs. Where fixed objects like utility poles cannot be relocated, install object markers for better driver awareness.*	Undeveloped	Hitting fixed objects; Rollover crashes	2% reduction in crashes
12	Revise street light standard to update strategies that improve visibility and reduce nighttime crash risk by continuing to install streetlights at city intersections, merge points, mid-block and along roadway corridors that have a history of nighttime crashes or are on the HRN. The lighting standard update should reflect current safety-focused placement and illumination levels while acknowledging dark sky preservation initiatives in the Buckeye area.	*12.1*	*Continue to install streetlights at city intersections, merge points and along roadway corridors with a history of nighttime crashes*	Undeveloped (City of Buckeye areas only)	Single-Vehicle Crashes	53% reduction in crashes
13	Improve corridor safety and traffic flow by continuing to implement access management strategies for future roadway development, and on HRN roadway segments to reduce conflict points and improve driver decision-making. Key strategies include managing the spacing of intersections and access points, limiting allowable driveway movements—such as restricting to right-in/right-out and placing driveways on intersection approach corners rather than a receiving corner, which are associated with fewer crashes. Install raised medians to eliminate across-roadway movements and provide dedicated turn lanes—including left-only, right-only, or two-way left-turn lanes—to support safer turning operations.	*13.1*	*Continue to implement access management strategies related to the spacing, location, and allowable movements of intersections and driveways*	Developed	Rear-End Crashes; Pedestrian/ Bicyclist Crashes	5 to 56% reduction in crashes
		13.2	*Continue to install raised medians*			

Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

SAFE ROADS - CONTINUED

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
Vulnerable Road Users (VRU)						
14	At intersections and roadway segments with high pedestrian and bicyclist activity, continue to implement self-enforcing roadway designs and features to naturally slow vehicle speeds and reduce crash risk. Update design standards (e.g., COB EDS 6-3 Table 1) and create a toolbox of appropriate strategies, by roadway type, using resources such as the NACTO Urban Street Design Guide to align with Safe System principles.	*14.1*	*Continue to install self-enforcing road features*	Developed	Speeding	41% reduction in crashes
		14.2	*Set lower speed limits in areas with high pedestrian/ bicycle activity, supported by an engineering study and implement design elements to support posted speed limit*			
15	ADOT to update the typical cross-section guidance in Section 306 of the Roadway Design Guidelines (RDG) to better reflect the needs of all users in different land use contexts. Specifically, Section 306.4 'Urban Cross-Sections' should be revised to include separate cross-section templates for Urban, Suburban and Rural Areas. This update should align with the ADOT Complete Transportation Guidebook, which provides context-sensitive design principles that accommodate all modes, including walking, biking and transit. Incorporating these distinctions will help ensure roadway designs are appropriate for surrounding land use and safety objectives.	*15.1*	*ADOT to update typical cross-section guidance in Section 306 of the Roadway Design Guidelines (RDG) to better reflect the needs of all users in different land use contexts at intersections*	ADOT Facilities	Address the needs of all roadway users in different land use contexts	10% to 60% reduction in crashes
16	Improve safety for pedestrians and bicyclists by increasing the number of signalized crossing opportunities, on roadways with speed limits at 35 mph and over, if identified for future fixed route transit, has an existing bicycle facility, is identified for a future bicycle facility, and/or connects to an off-street pedestrian/bicycle facility. Install signalized crossings—such as full traffic signals or pedestrian hybrid beacons (HAWK/PHBs), or construct grade-separated crossings (bridges/ overpasses or underpasses) to eliminate conflicts; On roadways with speed limits 30 mph and under, consider installing rectangular rapid flashing beacons (RRFBs) if identified for future fixed route transit, has an existing bicycle facility, is identified for a future bicycle facility, and/or connects to an off-street pedestrian/bicycle facility.	*16.1*	*If warranted, provide more signalized crossings (traffic signal or HAWK/PHB) on arterials and higher-speed collectors and RRFBs on lower-speed collectors*	Developed	Pedestrian/ Bicyclist Crashes	44% to 59% reduction in crashes
		16.2	*Construct grade-separated crossings such as pedestrian overpasses or underpasses to eliminate conflicts with vehicle traffic and ensure safe access across wide or high-speed corridors*			
17	Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing visibility and prioritizing pedestrian movement. Enhance the visibility of signs, signals, and pavement markings by updating standards (e.g., COB EDS 6-4.203) to include measures such as backplates with retroreflective borders. Continue to install dual lighting at each corner of wide intersections and continue to provide overhead lighting at midblock pedestrian and bicycle crossings to ensure visibility at night and during low-light conditions. Continue to implement leading pedestrian intervals (LPIs) at signals in areas with high pedestrian activities, and intersections that are wide. Update design guidelines to include roadway mid-block crossing applications and guidance on placement.	*17.1*	*Continue to install dual lighting at each corner of wide intersections where appropriate*	Developed	Single-Vehicle Crashes; Pedestrian/ Bicyclist Crashes	15% to 70% reduction in crashes
		17.2	*Continue to enhance visibility of signs, signals, and pavement markings at intersections*			
		17.3	*Continue to install overhead lighting at midblock pedestrian and bicycle crossings*			
		17.4	*Continue to provide leading pedestrian intervals in areas with heavy pedestrian activity*			
18	Improve safety for people walking and biking and expand transportation options by using the USDOT FHWA Bikeway Selection Guide (2019) and AASHTO Bicycle Design Guide to upgrade existing bike facilities to the preferred bikeway type per roadway volume and speed, and update engineering details, standards and guidelines as needed to ensure consistent and context-sensitive design as the bicycle network is built out per the Bicycle and Pedestrian Master Plan.	*18.1*	*Provide shared-use paths or protected bike lanes where appropriate instead of striped bike lanes for arterials and higher-speed collectors*	Developed	Pedestrian/ Bicyclist Crashes	Up to 55% reduction in crashes

Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
Vulnerable Road Users (VRU) Continued						
19	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.	*19.1*	*Continue to participate in the regional SRTS program and implement reduced speed school zones to provide consistent, predictable speed control during school travel times*	Developed	SRTS Program	2-3 Stars*; 29% to 45% reduction in crashes
		19.2	*Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access*			
		19.3	*Continue to participate in the regional SRTS program to implement education, encouragement and enforcement strategies related to travel to and from school*			
		19.4	*Continue to participate in the regional SRTS program to implement infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools*			
		19.5	*Continue to participate in the regional SRTS program to implement local solutions*			

*For all strategies, star ratings represent the relative effectiveness of non-infrastructure strategies based on available research and anecdotal evidence. These ratings are provided in lieu of a Crash Modification Factor (CMF) when a CMF from the FHWA CMF Clearinghouse is not available, as CMFs are typically only developed for infrastructure-based countermeasures. Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

SAFE ROAD USERS

"The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes." **- FHWA**

Table 6: Safe Road Users Strategies & Actions

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
20	Promote helmet use and safe riding practices for motorcyclists through ongoing engagement campaigns while reinforcing safety through the continued enforcement of existing laws, including youth motorcycle helmet requirements.	*20.1*	*Implement a targeted education campaign to increase motorcycle helmet use and safe riding practices*	Developed; Undeveloped; ADOT Facilities	Motorcycle Crashes/Fatalities	2 Stars*
21	Address risky driver behaviors by continuing to develop and implement targeted education campaigns focused on reducing distracted driving, increasing seatbelt use, and preventing impaired driving. These campaigns should combine public outreach through media and events with focused police enforcement (Strategy #24) to influence safer driving habits and reduce crash risk.	*21.1*	*Continue Buckeye's targeted education campaign to: increase seatbelt use, impaired driving, and distracted driving.*	Developed; Undeveloped; ADOT Facilities	Motorists not wearing seatbelts; Impaired drivers; Distracted driving	1 to 4 Stars*
22	Implement Surge Enforcement Operations (intensified, short-term enforcement operations that can include multiple agencies and departments (enforcement, education, public involvement, communications, etc.) designed to curb dangerous driving through increased education, awareness, officer presence and high-visibility traffic stops) twice a year at key locations connected to the High Risk Network (HRN).	*22.1*	*Implement Surge Enforcement Operations twice a year at key locations connected to the High Risk Network (HRN)*	General	KSI Crashes	4 Stars*
23	Promote safer walking, biking, micro-mobility, and electric-bikes (e-bikes) use through targeted education and enforcement campaigns. Continue to conduct outreach through media, schools and community events to increase awareness of local rules, traffic laws and safe riding practices. Support these efforts with physical deterrents to reduce unsafe speeds on shared-use paths, youth helmet ordinances and focused law enforcement engagement in high-activity areas to encourage compliance and reduce crash risk.	*23.1*	*Continue to implement paid and earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of pedestrian and bicyclist safety to target audiences.*	Developed	Pedestrian/ Bicyclist Crashes	1 to 3 Stars*
		23.2	*Install physical deterrents to reduce unsafe speeds on shared-use paths*			
		23.3	*Pass youth bike and e-bike helmet ordinance*			
24	Continue and expand proactive enforcement of traffic laws to deter dangerous driving behaviors and reinforce safe roadway use. Focus enforcement efforts on high-risk locations and violations—such as speeding, failure to yield and distracted driving to reduce crash risk and improve compliance. Align enforcement with safety priorities and complement education (Strategy #21) and engineering strategies.	*24.1*	*Continue to conduct proactive enforcement of traffic laws*	Developed	Enforcement	4 Stars*

*For all strategies, star ratings represent the relative effectiveness of non-infrastructure strategies based on available research and anecdotal evidence. These ratings are provided in lieu of a Crash Modification Factor (CMF) when a CMF from the FHWA CMF Clearinghouse is not available, as CMFs are typically only developed for infrastructure-based countermeasures. Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

SAFE SPEEDS

"Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility." **- FHWA**

Table 7: Safe Speeds Strategies & Actions

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
25	Continue to refine yellow and all-red clearance intervals at all existing and new traffic signals to ensure drivers have adequate time to react and stop safely.	*25.1*	*Continue to refine yellow and all-red clearance intervals at all existing and new traffic signals*	Developed	Speeding	8% to 50% reduction in crashes
26	Utilize context-appropriate vehicle speed limits at intersections through policy, operations, design, education, and enforcement. Policy efforts can include speed setting policies that incorporate roadway function as well as environment, land uses, user types, and overall context similar to complete streets. A complete street design encourages safe driving habits and reduces excessive speeds.	*26.1*	*Develop speed limit setting guidance in accordance with Arizona state statutes*	ADOT Facilities	Establish a consistent and context-sensitive approach to speed management	26% reduction in crashes
27	Reduce travel lane widths to encourage slower driving speed through a variance request upon appropriate engineering evaluation and justification.	*27.1*	*Continue to allow vehicle lane widths under 12 ft. through a variance request*	Developed	Speeding	24% to 42% reduction in crashes
28	Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history). Use the 2025 FHWA Target Speed Policy and evaluation of vulnerable road user activity, conflict points, crash patterns, and operating speeds. The study will determine recommended target speeds and guide supporting design or operational changes. Findings will help refine procedures for future citywide application of context-based speed management.	*28.1*	*Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history)*	Developed	Pedestrian/ Bicyclist Crashes	26% reduction in crashes
		28.2	*Reduce speed limits where test study indicates speed limits should be reduced*			
29	Pilot different intersection turning radii designs at intersections and right turn slip lane designs (including raised crosswalks, additional striping and signing, stop-controlled slip lanes) to understand impact on vehicle speed, operation, and severe crashes.	*29.1*	*Pilot different intersection turning radii designs at intersections and right turn slip lane designs (including raised crosswalks, additional striping and signing, stop-controlled slip lanes) to understand impact on vehicle speed, operation, and severe crashes*	Developed	Pedestrian/ Bicyclist Crashes	44% reduction in crashes

Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.

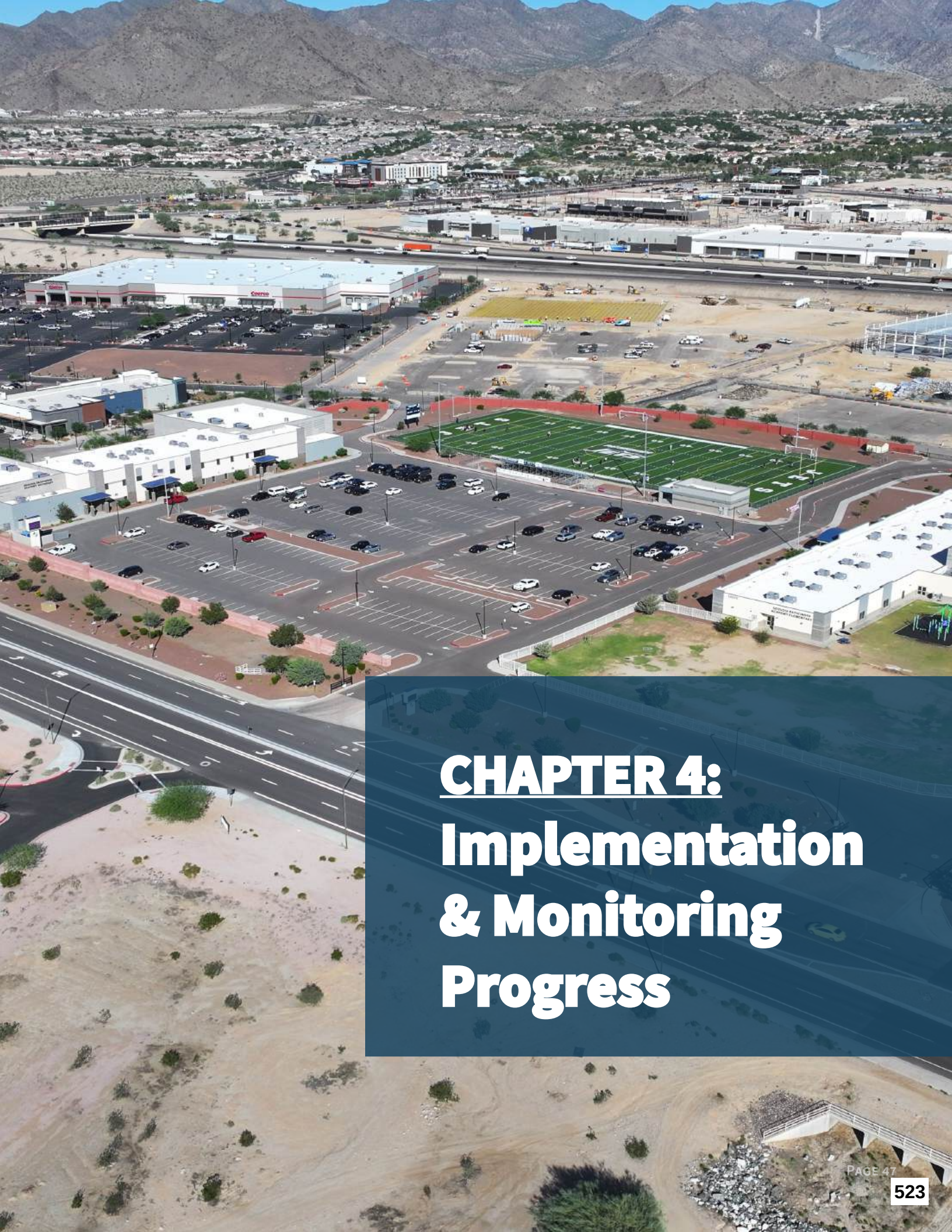
POST-CRASH CARE

"When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities" - **FHWA**

Table 8: Post-Crash Care Strategies & Actions

Strategy ID	Strategy Description	Action ID	Action Description	Roadway Environment	Issue Addressed	Effectiveness
30	Address high-severity crash locations on all roadways in Buckeye (including ADOT and MCDOT owned) by participating in an inter-agency task force to review crash data, identify contributing factors, and coordinate collaborative safety improvements. The task force should include representatives from state, regional, and local agencies and meet regularly to align priorities, share data, and implement effective countermeasures. Update coordination protocols and data-sharing agreements as needed to support sustained, multi-jurisdictional efforts.	*30.1*	*Create inter-agency task force to review crash data and collaborate on work efforts as well as publish annual reports on efforts made and crash trends*	Developed; Undeveloped; ADOT Facilities	High severe crash locations on all roadways	n/a
31	Continue to monitor incident response time standards in accordance with FHWA's Traffic Incident Management (TIM) performance measures to improve roadway safety, minimize congestion and enhance inter-agency coordination. Define and track key TIM metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time. Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency. Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies.	*31.1*	*Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency*	Developed	Incident Response	n/a
		31.2	*Define and track key traffic incident management (TIM) metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time*			
		31.3	*Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies*			

**For all strategies, star ratings represent the relative effectiveness of non-infrastructure strategies based on available research and anecdotal evidence. These ratings are provided in lieu of a Crash Modification Factor (CMF) when a CMF from the FHWA CMF Clearinghouse is not available, as CMFs are typically only developed for infrastructure-based countermeasures. Sources for effectiveness rating include FHWA Studies & Resources, MUTCD, NHTSA, and CMF Clearinghouse. These resources provide an effectiveness score per countermeasure, as well as guidance on cost, application, use and time.*



CHAPTER 4: Implementation & Monitoring Progress

One of the main objectives of the Buckeye Transportation Safety Plan is to identify effective safety countermeasures, following the Safe System Approach, that can be implemented through a combination of strategies, actions, and projects. Implementing these countermeasures increases the likelihood that the number of people killed or seriously injured (KSI) in crashes will be reduced. **THE CITY WILL TARGET A 5% REDUCTION IN FATALITIES AND SERIOUS INJURIES FROM MOTOR VEHICLE CRASHES BY 2036, CONSISTENT WITH A SAFE SYSTEM APPROACH WHILE ADVANCING TOWARD THE EVENTUAL GOAL OF ZERO FATALITIES AND SERIOUS INJUIRES.**

Implementation of Strategies and Actions

The strategies identified in the previous section have been broken down into a series of actions that can be implemented by the City of Buckeye and its jurisdictional partners in transportation (ADOT and MCDOT) and emergency response (Arizona Department of Public Safety (DPS) and Maricopa County Sheriff's Office (MCSO)). Details for the actions associated with the strategies are organized in **Appendix G** by Strategy ID and Action ID, with the first number in the Action ID referencing the Strategy ID. These details include the following items:

- **TIMEFRAME TO INITIATE ACTION** – when the action is recommended to start (measured from the time when the Transportation Safety Plan is approved).
- **DEVELOPMENT CONTEXT GROUP FOR APPLICATION** – identifies the roadway system components and ownership where the action is to be applied.
- **STEPS FOR IMPLEMENTATION** – three-step process recommended for completing the action.
- **DURATION TO COMPLETE** – estimated range of time for each individual step to be completed.
- **LEAD** – the jurisdictional entity anticipated to take the lead on accomplishing the action.
- **SUPPORT** – supporting jurisdictional entities that are anticipated to help the lead accomplish the action.
- **FUNDING OPPORTUNITIES** – ways in which funding could potentially be obtained to pay the cost of the action.
- **NOTES FOR IMPLEMENTATION** – additional information that should be considered in implementing the action.

THE ACTIONS ARE SUMMARIZED AND ORGANIZED IN THIS CHAPTER BY SHORT-TERM, MID-TERM, AND LONG-TERM TIMEFRAMES, and within those timeframes, by the following four Safe System Approach elements: safe users, safe speeds, safe roads, and post-crash care.

Short-Term Actions

ARE DESIGNED TO PROVIDE COST-EFFECTIVE SOLUTIONS THAT CAN BEGIN IMPLEMENTATION WITHIN TWO YEARS.

Mid-Term Actions

EMPHASIZE IMPROVING THE PRIMARY ROUTES UTILIZED BY TRAVELERS, SUCH AS ROADWAYS, SIDEWALKS, OR PATHWAYS, AND THEIR INTERACTIONS WITH THE OVERALL NETWORK.

Long-Term Actions

ARE LARGER OR MORE COMPLEX PROJECTS THAT FOCUS ON IMPROVING VULNERABLE ROAD USER CROSSINGS AND REDUCING CONFLICTS AT INTERSECTIONS.

Short-Term Actions (1-2 years)

Short-term actions are listed in *Table 9*.

$: $0-$100,000
$$: $100,001-$250,000
$$$: $250,001-$500,000
$$$$: $500,001-$750,000
$$$$$: $750,001-$1M
$$$$$$: >$1M

Table 9: Short Term Actions (1-2 Years)

ID	Short-Term Action	Estimated Cost (2026)
	SAFE ROADS	
	Intersections	
1.1	Continue to review and refine signal timing more frequently to improve traffic operations and safety. Develop a Traffic Signal Management Plan to guide proactive adjustments and standardize signal timing protocols and engineering guidelines for consistency.	**$$**
2.1	Install red flashing beacons at stop signs where appropriate	**$$**
5.1	Continue to implement protected-only left-turn signal phasing where appropriate	**$-$$**
5.3	Continue to remove or relocate visual obstructions such as signage, vegetation or roadside features at intersection corners to increase driver visibility	**$**
	Segments	
8.1	Continue to enhance visibility of signs, signals, and pavement markings along roadway corridors	**$**
13.1	Continue to implement access management strategies related to the spacing, location, and allowable movements of intersections and driveways	**$$**
	Vulnerable Road Users (VRU)	
14.2	Set lower speed limits in areas with high pedestrian/bicycle activity, supported by an engineering study and implement design elements to support posted speed limits	**$$$$$$**
15.1	ADOT to update typical cross-section guidance in Section 306 of the Roadway Design Guidelines (RDG) to better reflect the needs of all users in different land use contexts at intersections	**$**
18.1	Provide shared-use paths or protected bike lanes where appropriate instead of striped bike lanes for arterials and higher-speed collectors	**$$$$$$**
19.1	Continue to participate in the regional SRTS program and implement reduced speed school zones to provide consistent, predictable speed control during school travel times	**$**
19.3	Continue to participate in the regional SRTS program to implement education, encouragement and enforcement strategies related to travel to and from school	**$$**
	SAFE USERS	
20.1	Implement a targeted education campaign to increase motorcycle helmet use and safe riding practices	**$-$$**
21.1	Continue Buckeye's targeted education campaigns for: increase seatbelt use, impaired driving, and distracted driving.	**$-$$**
22.1	Implement Surge Enforcement Operations twice a year at key locations connected to the High Risk Network (HRN)	**$**
23.1	Continue to implement paid and earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of pedestrian and bicyclist safety to target audiences.	**$-$$**
24.1	Continue to conduct proactive enforcement of traffic laws	**$**
	SAFE SPEEDS	
25.1	Continue to refine yellow and all-red clearance intervals at all existing and new traffic signals	**$**
26.1	Pilot test speed limit setting guidance in accordance with Arizona state statutes	**$**
27.1	Continue to allow vehicle lane widths under 12 ft. through a variance request	**$**
28.1	Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history)	**$$**

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Table 9 Continued: Short Term Actions (1-2 Years)

Post-Crash Care		
30.1	Create inter-agency task force to review crash data and collaborate on work efforts as well as publish annual reports on efforts made and crash trends	**$**
31.1	Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency	**$**

Mid-Term Actions (2-5 years)

Mid-term actions are listed in *Table 10*.

$: $0-$100,000
$$: $100,001-$250,000
$$$: $250,001-$500,000
$$$$: $500,001-$750,000
$$$$$: $750,001-$1M
$$$$$$: >$1M

Table 10: Mid-Term Actions (2-5 Years)

ID	Mid-Term Action	Estimated Cost (2026)
SAFE ROADS		
	Intersections	
2.2	Systematically apply multiple low-cost countermeasures at stop-controlled intersections	**$**
3.2	Continue to install traffic signals where warranted	**$$$$$**
3.4	Install small single-lane roundabout where appropriate	**$$$$$$**
5.2	Continue to install positive left-turn offset / remove negative left-turn offset geometry	**$$$**
6.1	Continue to add dedicated left- and right-turn lanes at uncontrolled access points	**$$**
	Segments	
7.1	Continue to install solar-powered dynamic speed feedback signs (temporary or permanent) that alert drivers when they exceed the posted limit where appropriate	**$$**
8.2	Install streetlights at intersections and merge points	**$$$**
9.1	Install high-friction pavement and rumble strips	**$**
10.1	Continue to install enhanced delineation for horizontal curves	**$ to $$**
10.2	Widen edge lines	**$ to $$**
11.1	Widen shoulders and expand the clear zone to reduce crash severity, providing 10-foot minimum shoulders in areas without curbs. Where fixed objects like utility poles cannot be relocated, install object markers for better driver awareness.	**$$$$$$**
12.1	Continue to install streetlights at city intersections, merge points and along roadway corridors with a history of nighttime crashes	**$$$**
13.2	Continue to install raised medians	**$$$$$$**
	Vulnerable Road Users (VRU)	
14.1	Continue to install self-enforcing road features	**$$$$$$**
16.1	If warranted, provide more signalized crossings (traffic signal or HAWK/PHB) on arterials and higher-speed collectors and RRFBs on lower-speed collectors	**$$$$ to $$$$$**

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Table 10 Continued: Mid-Term Actions (2-5 Years)

17.1	Continue to install dual lighting at each corner of wide intersections where appropriate	**$$$**
17.2	Continue to enhance visibility of signs, signals, and pavement markings at intersections	**$$**
17.3	Continue to install overhead lighting at midblock pedestrian and bicycle crossings	**$$**
17.4	Continue to provide leading pedestrian intervals in areas with heavy pedestrian activity	**$**
19.2	Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access	**$ to $$$$**
19.4	Continue to participate in the regional SRTS program to implement infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools	**$$ to $$$$**
19.5	Continue to participate in the regional SRTS program to implement local solutions	**$**
SAFE USERS		
23.2	Install physical deterrents to reduce unsafe speeds on shared-use paths	**$**
23.3	Pass a youth bike and e-bike helmet ordinance	**$**
SAFE SPEEDS		
28.2	Reduce speed limits where test study indicates speed limits should be reduced	**$$$$$**
29.1	Pilot turning radii designs at intersections and right turn slip lane designs	**$$$$ to $$$$$**
Post-Crash Care		
31.2	Define and track key traffic incident management (TIM) metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time	**$$$$**

Long-Term Actions (5+ years)

Long-term actions are listed in *Table 11*.

$: $0-$100,000
$$: $100,001-$250,000
$$$: $250,001-$500,000
$$$$: $500,001-$750,000
$$$$$: $750,001-$1M
$$$$$$: >$1M

Table 11: Long-Term Actions (5+ Years)

ID	Long-Term Action	Estimated Cost (2026)
SAFE ROADS		
Intersections		
3.1	Continue to review, study, and install innovative/unconventional intersection treatments like median U-turns, restricted crossing U-turns, or raised medians	**$$$$$$**
3.3	Install high-capacity single-lane roundabout where appropriate	**$$$$$$**
4.1	Continue to install reduced left-turn conflict intersections such as RCUT, roundabouts, and diverging diamond interchanges	**$$$$$$**
Vulnerable Road Users		
16.2	Construct grade-separated crossings such as pedestrian overpasses or underpasses to eliminate conflicts with vehicle traffic and ensure safe access across wide or high-speed corridors	**$$$$$$**
Post-Crash Care		
31.3	Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies	**$$$$**

Implementation of Projects

While the previously mentioned strategies and actions apply generally or to specific roadway types, the safety analysis also identified specific locations within the HRN where targeted improvement projects may be considered.

The following potential safety improvements identified for each project are conceptual and intended to guide future project development. Not all improvements will be applicable or implemented at every location. Final project scopes will be determined through future planning, design, and coordination with the appropriate agencies.

Some previously identified project locations have progressed through design or construction, or have undergone significant changes such that identifying new safety improvements is no longer applicable. In several cases, projects have been reconstructed to urban standards or otherwise improved in a way that is expected to address many of the previously identified crash risk factors.

The following locations fall into this category:

- McDowell Road, from 199th Avenue to Jackrabbit Trail
- Watson Road and Broadway Road
- Miller Road and Durango Street
- I-10 Ramps at Jackrabbit Trail
- Apache Road and Southern Avenue

The remaining projects have been organized into high, moderate, and low priority groups based on crash history, risk characteristics, and project readiness, as summarized in Tables 12 through 14.

Appendix I provides additional detail beyond these summary tables, including crash trends and contributing factors, proposed safety improvements, associated Crash Modification Factors (CMFs), and the corresponding Strategy and Action IDs that link each project to the Transportation Safety Plan.

HIGH	Project design is starting soon or is already underway and has 2+ people who were fatally or seriously injured in motor vehicle crashes ("KSI People"). Ordered by number of KSI people. (Table 12)
MODERATE	Project design is likely a few years out or not yet programmed but could be programmed soon and has 2+ KSI people. Ordered by number of KSI people.
LOW	Project design is programmed many years out or can be programmed later because elevated risk characteristics exist but do not have history of KSI People. Ordered by HRN score. (Table 14)

Table 12: High Priority Projects

Project ID	Name	Ownership (2026)	Potential Safety Improvements	Opportunity to Implement Improvements	Status
H-1	SR 85 & Broadway Rd	ADOT/ Buckeye	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	High - programmed project for traffic signal begins design in 2026; could be potential to include interim improvements while design of traffic signal is ongoing	2026 (Design)
H-2	SR 85 & Southern Ave	ADOT/ MCDOT/ Buckeye	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	High - programmed project for traffic signal begins design in 2026; could be potential to include interim improvements while design of traffic signal is ongoing	2026 (Design)
H-3	SR 85 & Baseline Rd	ADOT/ MCDOT	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	High - programmed project for traffic signal begins design in 2026; could be potential to include interim improvements while design of traffic signal is ongoing	2026 (Design)
H-4	Watson Rd, from Durango St to Lower Buckeye Rd	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Watson - Improve lighting along the corridor (currently only present on one side of the road) - Reduce travel lane widths to less than 12 ft - Install speed feedback signs	High - programmed project for half-street improvements begins construction in 2026; could be potential to refine design to include safety improvements	2026 (Construction)
H-5	Miller Rd, from Maricopa Rd to Southern Ave	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Install speed feedback signs	High - partially programmed project for widening and signal improvements between Broadway Road and Lower Buckeye Road begins design in 2026; could be potential to refine design to include safety improvements and influence adjacent development-led improvements	2026 (Design-Partial); (None-Remainder)
H-6	Indian School Rd and Jackrabbit Trl	Buckeye	- Implement protected-only left-turn phasing for all approaches at Jackrabbit/Indian School - If permissive left-turn operation is maintained, remove negative left-turn offsets for NB/SB approaches at Jackrabbit/Indian School - Install a raised median on Indian School from Jackrabbit to 191st Ave - Evaluate speed limits and apply speed management strategies to reduce operating speeds on Jackrabbit	High - programmed project for intersection widening begins design in 2026; could be potential to refine design to include safety improvements	2026 (Design)
H-7	Sundance Pkwy/Yuma Rd & Rainbow Rd	Buckeye	- Install a traffic signal at Sundance/Rainbow - Remove negative offset for NB/SB approaches at Sundance/Rainbow	High - programmed project for traffic signal begins design in 2026; could be potential to refine design to include safety improvements	2026 (Design)

Table 13: Moderate Priority Projects

Project ID	Name	Ownership (2026)	Potential Safety Improvements	Opportunity to Implement Improvements	Status
M-1	Yuma Rd, from Rainbow Rd to Apache Rd	Buckeye	- Implement protected-only left-turn phasing for all approaches at Yuma/Watson + Yuma/Sundance - If permissive left-turn operation is maintained, remove negative left-turn offsets for EB/WB approaches at Yuma/Watson + Yuma/ Sundance - Improve lighting along the corridor (present only on the median) and at unsignalized intersections - Install restricted crossing U-turns (RCUTs) - Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma	Moderate - High KSI, yet no funding identified; Project referenced in Buckeye Bicycle and Pedestrian Master Plan	None
M-2	MC 85, from Perryville Rd to 203rd Ave (Currently MCDOT)	MCDOT	- Enhance the visibility of signs and pavement markings at MC 85/Jackrabbit - Install raised medians on MC 85 and Jackrabbit - Improve lighting along the corridor and intersections	Moderate - High KSI, yet no funding identified (project on Jackrabbit Trail at MC 85 is programmed beyond 2046)	2046 (Plan)
M-3	Baseline Rd, from Turner Rd to half-mile west if Wilson Ave	MCDOT	- Install rumble strips - Install left-turn lanes on the major road approaches at intersections - Install paved shoulders - Install a raised median on Baseline	Moderate - High KSI, yet no funding identified	None
M-4	SR 85 & Hazen Rd (Currently MCDOT & ADOT)	ADOT/ MCDOT	- Install flashing beacons on the stop signs for the EB/WB directions at Hazen Rd/SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	Moderate - no programmed projects but inclusion of Hazen Road/SR 85 intersection in MAG Corridor Study could increase likelihood of obtaining funding in the future	None
M-5	Monroe Ave/ MC 85, from Miller Rd to Shepards Trl	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Manage the spacing of accesses and intersections along MC 85 from Miller Rd to 9th St - Improve lighting along the corridor	Moderate - High KSI, yet no funding identified; Project referenced in Buckeye Bicycle and Pedestrian Master Plan	None
M-6	MC 85, from Rooks Rd to SR 85 (Currently MCDOT)	MCDOT	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Install flashing warning beacons on the Traffic Signal Ahead warning signs for the NB/SB directions at MC 85/SR 85 - Install retroreflective backplates on the existing traffic signal heads - Improve lighting at the intersections - Install near-side traffic signal heads and/or additional traffic signal heads on the existing traffic signal mast arms and poles	Moderate - no programmed projects but inclusion of MC 85/SR 85 intersection in MAG Corridor Study could increase likelihood of obtaining funding in the future	None
M-7	Miller Rd, from Beloat Rd/ Irwin Ave/ Lower River Rd to Maricopa Rd	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Provide guide lines for left-turn movements through the intersection of Baseline/Miller - Install a traffic signal at Baseline/Miller - Implement protected-only left-turn phasing at Monroe/Miller	Moderate - High KSI, yet no funding identified	None
M-8	Tuthill Rd/Jackrabbit Trl & Beloat Rd (Currently MCDOT)	MCDOT	- Enhance visibility of signs and pavement markings at Beloat/Jackrabbit - Install intersection and curve warning signs/chevrons for vehicles approaching the intersection - Install flashing beacons on the stop sign for the EB approach at the intersection - Widen shoulders and install rumble strips on the roadways	Moderate - High KSI, yet no funding identified (project on Jackrabbit Trail at Tuthill Road is programmed beyond 2046)	2046 (Plan)
M-9	Apache Rd and Yuma Rd	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Apache and Yuma - Install a raised median on Apache - Install sidewalks on both sides of Apache and Yuma - Improve lighting at Yuma/Apache; install dual lighting on corners, especially southeast corner - Enhance visibility of signs and pavement markings at Yuma/Apache	Moderate - programmed project for traffic signal begins design in 2029; could be potential to include safety improvements in design	2029 (Design)
M-10	Yuma Rd, from Verrado Way to Tuthill Rd	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma - Install speed feedback signs - Enhance visibility of signs and pavement markings at Yuma/Dean	Moderate - programmed project for widening between Verrado Way and Tuthill Road begins design in 2029; could be potential to include safety improvements in design	2029 (Design)

Table 14: Low Priority Projects

Project ID	Name	Ownership (2026)	Potential Safety Improvements	Opportunity to Implement Improvements	Status
L-1	4th St, from Baseline Rd to Monroe Ave	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on 4th St - Install a raised median on 4th St - Manage the spacing of accesses and intersections along 4th St from Baseline Rd to Monroe Ave - Improve lighting along the corridor	Low - no programmed projects; Project referenced in Buckeye Bicycle and Pedestrian Master Plan	None
L-2	MC 85, from Miller Rd to 255th Ave (Currently MCDOT)	MCDOT	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Install a raised median on MC 85	Low - no programmed projects	None
L-3	Alarcon Blvd, from Miller Rd to 1st Ave	Buckeye	- Provide sidewalks on both sides of Alarcon, if feasible in the future due to presence of open irrigation ditch - Install a raised median on Alarcon	Low - no programmed projects	None
L-4	Baseline Rd, from Miller Rd to Apache Rd (Partially MCDOT)	Buckeye/ MCDOT	- Enhance visibility of signs and pavement markings at Apache/Baseline - Install lighting along Baseline from Miller to Apache - Remove sight obstructions for SB turning vehicles at Apache/Baseline	Low - no programmed projects	None
L-5	McDowell Rd, from Verrado Way to 211th Ave	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds - Install intersection and curve warning signs/chevrons on McDowell for vehicles approaching the intersection - Implement protected-only left-turn phasing at McDowell/Verrado	Low - no programmed projects	None
L-6	Beloat Rd, from Dean Rd to CEMEX driveway	MCDOT	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Beloat - Install a raised median along the corridor	Low - no programmed projects	None
L-7	Rainbow Rd, from MC 85 to Mountain Ave/ Monroe Ave	MCDOT	- Enhance visibility of signs and pavement markings at MC 85/Rainbow - Improve lighting at the intersection	Low - no programmed projects	None
L-8	Sundance Ave Intersections, by Watson Rd	Buckeye	- Implement protected-only left-turn phasing for all approaches at Watson/Sundance - Remove negative left-turn offsets for all approaches at Watson/Sundance, especially E-W	Low - no programmed projects	None
L-9	McDowell Rd, from Jackrabbit Trail to 191st Ave	MCDOT	- Install sidewalks along the corridor - Improve lighting along the corridor	Low - no programmed projects between Jackrabbit Trail and 191st Avenue	None
L-10	Watson Rd Intersections at Southern Ave; Roeser Rd; Broadway Rd	Buckeye	- Enhance visibility of signs and pavement markings at each intersection - Improve lighting at each of the intersections - Install a traffic signal at Broadway/Watson - Implement protected-only left-turn phasing at all approaches of Watson/Southern - Install retroreflective tape on the back plates	Low - no programmed projects for intersection improvements at Southern Avenue and at Roeser Road	None
L-11	Miller Rd, from Maricopa Rd to Southern Ave	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Install speed feedback signs	Low - no programmed projects between Southern Avenue and Alarcon Blvd/Maricopa Road	None
L-12	Yuma Rd, from Dean Rd to Verrado Way	Buckeye	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma - Install speed feedback signs - Enhance visibility of signs and pavement markers at Yuma/Dean	Low - no programmed projects between Dean Road and Verrado Way; Project referenced in Buckeye Bicycle and Pedestrian Master Plan	None

Buckeye's Safety Task Force

At the onset of this planning effort, City of Buckeye staff from public works, transportation, communication, finance, and police department came together every month to provide direction, input, and feedback on the TSP planning process. Additionally, there were three touchpoints with MCDOT and ADOT staff as related to crash analysis outcomes and strategy development.

After the TSP is adopted, this Safety Task Force will continue as an implementation team, with the current members. It will meet quarterly, and every other meeting, MCDOT and ADOT staff will be invited to participate as members of the Task Force.

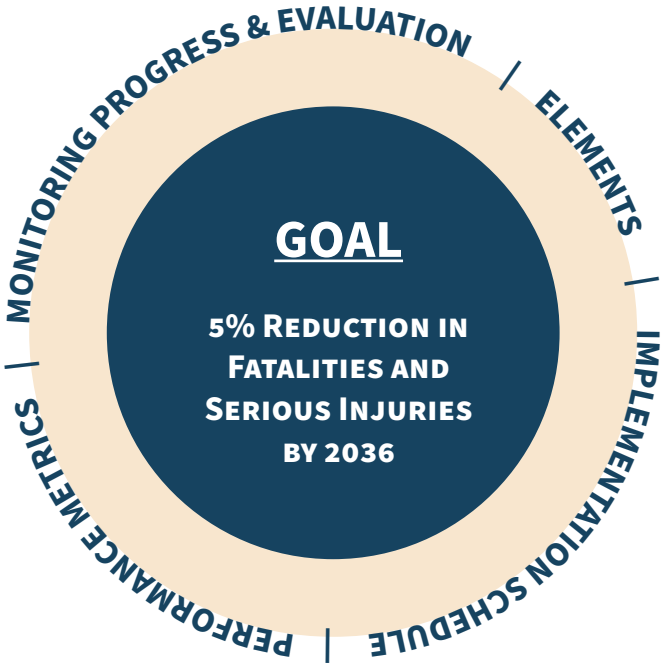
The main purpose of this group will be to implement the TSP strategies and actions, coordinate collaborative safety projects and improvements, monitor and track progress of implementation, and review crash data trends to measure performance of goals. Additionally, they will work together on inter-agency policy and design procedures, review project designs and scopes that are occurring in Buckeye to ensure the safest design elements are considered, and protocols and data-sharing agreements are in place to support sustained, multi-jurisdictional efforts.

As part of this SS4A compliant safety action plan, this group will support the development of the annual report of Buckeye's TSP.

TSP Performance Program: Monitoring Progress

A milestone target of **5% reduction in fatalities and serious injuries by 2036** requires consistent monitoring and thoughtful evaluation of key performance metrics. The TSP Performance Program sets the framework and schedule to implement different elements and analyze performance metrics over the next 10 years.

Monitoring progress and evaluating improvements in Buckeye's transportation safety will be conducted through five interrelated components that make up the TSP Performance Program: Goal Horizon and Target Selection, Elements, Implementation Schedule, Performance Metrics, and Monitoring Progress and Evaluating Outcomes.



Goal Horizon and Target Selection

The City of Buckeye is experiencing rapid growth. The 2020 Census (City proper) reported approximately 92,000 residents, while the Maricopa Association of Governments (MAG) estimates an MPA population of 150,000 in 2025 and more than 415,000 by 2050. As population increases, the transportation system also expands through new roads, wider corridors, additional intersections, and more traffic signals. The City of Buckeye currently has 40 signalized intersections, and that number continues to grow each year.

Motor vehicle crash frequency increases as exposure increases. More residents lead to more trips, higher traffic volumes, and greater chances to encounter potential crash events. Without focused safety action, the total number of crashes and serious injuries in Buckeye would be expected to rise due to population growth alone. The Transportation Safety Plan seeks to reduce fatal and serious injury outcomes despite this upward pressure from growth, which presents a significant challenge.

While continued growth in Buckeye is unquestionable, the pace and timing of development remain uncertain. Long-range population and traffic projections carry increasing uncertainty over time, particularly for derived measures such as vehicle miles traveled, which depend on assumptions about roadway extent and future traffic volumes. As these uncertainties grow with longer time horizons, the City will use 2036 as a 10-year milestone that can be revisited and adjusted as real-world conditions evolve. Using linear interpolation, the population of Buckeye's MPA in 2036 is anticipated to be approximately 267,000.

Although the percentage reduction of 5% appears small, it reflects the reality that Buckeye's population is growing quickly. As more people live and travel in the city, the small percent reduction in fatalities and serious injuries results in a significant improvement in safety for each resident—estimated to be close to a 50 percent reduction when adjusted for population growth.

Elements

There are six main elements that form the TSP Performance Program. They include:

- **Strategies and Actions:** The TSP includes 31 strategies with 54 associated actions, each with specific implementation tasks and timeframes. Additionally, most actions have measurable impacts to reduce roadway fatalities and serious injuries.
- **Crash Dashboard:** Buckeye's crash dashboard was developed to analyze complex crash data in a consistent manner, while presenting the information in a clear, accessible way to support the reduction of fatal and serious injury crashes.
- **Annual Report:** The first annual report of the TSP will include the remainder of 2026 and calendar year 2027, and will continue on an annual basis to report on the previous year as time progresses. This annual report provides accountability and transparency on progress to reduce fatalities and serious injuries.
- **HRN + Fatal Crash Locations:** Buckeye's high-risk network and fatal crash locations were identified through a geospatial analysis that combined crash, roadway, and other data sources. As this analysis is based on data, it is important to update this analysis and analyze results as time passes.
- **KSI Crash and KSI People Performance Metrics:** Performance measures are indicators that enable staff, decision-makers, stakeholders, and the community to monitor changes related to transportation safety and performance against established visions, and objectives (USDOT and State Safety Performance Targets). To understand if progress is being made to achieve the safety goal, a set of performance metrics are identified to track progress.
- **% KSI People Reduction:** The overall vision of Buckeye's TSP is to eliminate fatalities and serious injury crashes on their transportation network. Tracking the % reduction of KSI People (fatalities and serious injuries), directly quantifies the effectiveness of implementing the strategies and actions in this plan.

Implementation Schedule

To ensure a coherent performance program, an overall monitoring schedule will be established to align tasks, resources, and deadlines, support accountability, and track progress toward reducing fatalities and serious injuries. For this program, annual intervals will serve as the primary milestones for tracking implementation and evaluating change.

Performance Metrics

The proposed performance metrics for the TSP Performance Program include:

- Fatal Crashes (K on the KABCO scale)
- Fatalities (Persons Killed in Fatal Crashes)
- Population
- Fatality Rate = (Total # of Fatalities in a 5-year period / 5 / Jurisdiction Population) X 100,000
- Serious Injury Crashes (A on the KABCO scale)
- Serious Injuries (Persons seriously injured in Fatal and Serious Injury crashes)
- Fatal & Serious Injury Crashes (KSI Crashes)
- Overall Crashes
- High Injury Locations
- Overall Fatal & Serious Injury (KSI) Crash Trends
- High Risk Network

Monitoring Progress & Evaluating Outcomes

Monitoring implementation of the TSP will begin right away and continue at specific increments, and assess if strategies and actions are being implemented, and of how well the TSP is performing. Additionally, this phase will also determine needed adjustments or modifications to strategies, actions, and project implementation. A significant portion of the first five years of this program will be execution of current work efforts, implementation of the new work efforts and assessing outcomes to understand what is making an impact or not related to reducing KSI crashes in Buckeye.

A Cohesive Performance Program

Aligning the multiple elements into a program can provide transparency, improve decision making, and support management of interdependent work efforts, and will benefit Buckeye staff, the community, and leaders. *Table 15* organizes the pieces of the TSP Performance Program into an understandable integrated framework. The framework provides the structure to evaluate outcomes and determine the continued implementation and/or adjustments that are needed to meet the vision of eliminating deaths or serious injuries on Buckeye's transportation network.

Table 15: TSP Performance Program

Element	Schedule	Monitor	Evaluate	Connected Performance Metrics
Strategies & Actions	6 months post adoption of TSP	Set up tracking system and confirm lead for implementation.	Evaluate if progress is being made, and/or if adjustments or modifications to implementation schedule, strategies and/or actions are needed.	N/A
	Annually	Track implementation of strategies and actions.		
Crash Dashboard	Annually	Update crash dashboard with new data.	Increase or decrease of crash information: serious injuries, fatalities, vulnerable road users, crash locations of KSIs, and shifts in KSI crash factors, driver behavior, or demographics.	Serious injuries, fatalities, vulnerable road users, crash locations of KSIs, and shifts in KSI crash factors, driver behavior, or demographics.
Annual Report	Annually	Develop annual report related to new information from the crash dashboard, and progress of TSP elements: Strategies and Actions, Project Implementation, Funding, Successes	Evaluate if progress is being made on strategies, actions and projects; and/or if adjustments or modifications to implementation schedule, strategies and/or actions are needed. Document changes in KSI People.	Implementation of strategies, actions and projects. Crash information: Serious injuries, fatalities, vulnerable road users, crash locations of KSIs, and KSI crash factors, driver behavior, and demographics. Enforcement Information Education Information
KSI Crashes and KSI People	Annually	Ensure previous elements are complete: tracking of implementation of strategies and actions, update of crash dashboard, annual reports, update of High Injury Crash Locations.	Evaluate changes in performance metrics.	Crash information: Serious injuries, fatalities, vulnerable road users, crash locations of KSIs, and KSI crash factors, driver behavior, and demographics.
HRN	5 Years	Update the HRN and identify fatal crash locations based on the previous five years of crash data every 5 years.	Use five years of new data to refresh HRN and High Injury Locations, and identify roadways and intersections that continue to be on the HRN or have changed.	Crash history, downtown context, driver behavior metrics, roadway geometry, vulnerable road user factors, and MAG predictive safety tool(s) – if available. All metrics are identified in the HRN technical memorandum.
% KSI People Reduction	5 Years	Review up-to-date crash dashboard	Evaluate performance metrics for % KSI reduction.	Population Crash information: Serious injuries, fatalities, vulnerable road users, crash locations of KSIs, and KSI crash factors, driver behavior, and demographics.
	10 Years		Evaluate performance metrics for % KSI reduction.	

Working Together for a Safer Buckeye

Creating a safer transportation network in Buckeye will take a collective effort by committing to a future that is free from people getting killed and seriously injured on our roadways. Implementing the 31 strategies across different city departments, MCDOT, ADOT, and partner agencies will get us very far in reaching our goals through proven engineering, enforcement, education, and post-crash care actions. While these actions outline strategic work efforts, the other area that we as a community need is a pledge from residents and visitors to recognize that Buckeye's roadways are shared spaces for all users, and rules of the road are to be understood and observed.

City Council Approval

The Buckeye Transportation Safety Plan was formally adopted by the Buckeye City Council on May 5, 2026, marking a significant milestone in the City's ongoing commitment to improving roadway safety. The adoption followed a comprehensive planning process that included data analysis, stakeholder engagement, and public input to ensure the plan reflects community priorities and best practices in transportation safety. City Council's approval demonstrates strong leadership and a shared vision for reducing traffic-related fatalities and serious injuries while promoting safer, more accessible streets. This action aligns Buckeye with national best practices, including FHWA's Safe Streets and Roads for All (SS4A) program and its eventual goal of zero fatalities and serious injuries. This action establishes the plan as an official guiding document for future investments, policies, and programs to enhance transportation safety throughout Buckeye.

Stay Involved

As noted in the previous section, there are many work efforts and projects identified to move forward. City staff will move forward to integrate engineering treatments into projects and programs, search for funding and partners to expand efforts, and ask you to get involved and help share the message that every life counts on our roadways. Please stay involved and sign up for updates at https://www.buckeyeaz.gov/business-development/program-management-office/transportation-master-plan-copy/transportation-safety-plan

TRANSPORTATION
SAFETY PLAN
Safer Streets Buckeye

APPENDIX A:

EXISTING PLAN REVIEW

Kimley»Horn

MEMORANDUM

To: Jeremy Labenski, Project Manager – Y2K Engineering

From: Michael Grandy, PE, RSP$_1$ – Kimley-Horn and Associates, Inc.

Date: April 3, 2025

Subject: City of Buckeye Existing Plan Review

An in-depth assessment of the City of Buckeye's existing transportation plans and policies was performed to understand the current state of transportation safety. The review focused on existing planning documents, policy documents, and engineering design standards. The sections below detail the goals and policies contained in the plans. Recommendations from the review of the policy documents and engineering design standards will be provided in the gap assessment documentation. The plans reviewed are included in **Table 1**. The existing policies or goals identified in the documents below were placed into the five Safe System elements as defined by the Federal Highway Administration (FHWA).

Table 1 – City of Buckeye Existing Documents

Plan Name	Date
Buckeye Bicycle and Pedestrian Master Plan	2019
Buckeye General Plan 2040	2018 Original, Amended in 2019 and 2022
Buckeye in Motion Transportation Master Plan	2019
Buckeye ITS Strategic Plan	2018
Buckeye Parks and Recreation Master Plan	2016
Buckeye Transit Study	Draft 2024
Downtown Buckeye Specific Area Plan	2023 Original, Amended in 2024
El Rio Design Guidelines and Planning Standards	2015
El Rio District Area Plan	Unknown
Speed Cushion Policy and Procedures	2022

Safe System Approach

FHWA endorses the Safe System approach, which they define as a "human-centered approach to road safety that recognizes human vulnerability and the inevitability of mistakes, aiming to eliminate fatalities and serious injuries by focusing on safe speeds, roads, vehicles, users, and post-crash care" (Zero Deaths and Safe System 2024). The Safe Streets and Roads for All (SS4A) program aids the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy and aims to achieve zero roadway fatalities through the Safe System approach. Therefore, this approach was used as the lens to review the existing plans and documents to identify gaps in the existing documentation.

Achieving zero fatalities can be achieved by adopting a Safe System approach, which is based on the understanding that humans are prone to mistakes and that human bodies have limited capacity to withstand crash impacts. Within a Safe System, these errors should never be fatal. This approach involves anticipating human errors by designing and managing road infrastructure to minimize the risk of mistakes, and ensuring that when mistakes do lead to crashes, the impact is not fatal or a severe injury. Road design and management should promote safe speeds and adjust crash angles to reduce injury severity. The Safe System approach is founded on six key principles: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is essential.

Source: FHWA.

Figure 1: Safe System Elements

The Safe System approach is made up of five Safe System elements: Safe Road Users, Safe Speeds, Safe Roads, Post-Crash Care, and Safe Vehicles. As the planning documents were reviewed, they were categorized into each of these elements.

Plan Review

Safe Road Users

The Safe System element, Safe Road Users, focuses on creating conditions that prioritize road users by encouraging safe and responsible driving and behaviors so all travelers can reach their destinations unharmed. When reviewing the existing published documents through the lens of 'Safe Road Users', guidance around educating and encouraging safer travel for the community was captured. A summary of the policies and goals related to Safe Road Users is provided in **Table 2**. A detailed table that summarizes all the policies and goals reviewed is provided as an attachment.

Table 2 - Safe Road Users Summary

Guidance Themes	Document(s)
Conduct safety programs throughout the community.	• Buckeye General Plan 2040
Be proactive with safety enforcing codes and ordinances.	• Buckeye General Plan 2040
Implement a Safe Routes to School Program.	• Buckeye General Plan 2040
Encourage mode shifts and promote community-wide transit ridership.	• Buckeye in Motion Transportation Master Plan
Consider all residents' needs for transportation and continue to provide options to underserved and disadvantaged communities.	• Buckeye in Motion Transportation Master Plan

Safe Speeds

The Safe System element, Safe Speeds, focuses on encouraging safe speeds through roadway design, speed limit setting, education, and enforcement. Discussion within the existing policies related to speed mitigation implementations or strategies was captured in addition to roadway design guidance with the intention of reducing speeds or protecting vulnerable road users (VRU). **Table 3** summarizes the policies and goals related to Safe Speeds published in Buckeye's existing documents. A detailed table that summarizes all the policies and goals reviewed is provided as an attachment.

Table 3 - Safe Speeds Summary

Guidance Themes	Document(s)
Minimize speeds at interior parks by using strategic roadway geometry and consider installing traffic calming strategies like speed humps or cushions.	• Buckeye Parks and Recreation Master Plan
Minimize vehicular travel speeds in residential areas with speed cushions if they are warranted.	• Speed Cushion Policy and Procedures

Safe Roads

The Safe System element, Safe Roads, focuses on the design elements of a roadway and encourages the reduction of human errors and understanding the limits humans can withstand without sustaining serious injuries. FHWA also includes encouraging safer behaviors and facilitating safer travel for the most vulnerable users as part of the definition for safer roads. Safe Roads is the most common Safe System approach element found within Buckeye's policy documents. The policies and goals related to Safe Roads are summarized in **Table 4**. A detailed table that summarizes all the policies and goals reviewed is provided as an attachment.

Table 4 - Safe Roads Summary

Guidance Themes	Document(s)
Provide safe, accessible, and connected travel networks and promote all forms of transportation.	• Buckeye General Plan 2040 • Buckeye in Motion Transportation Master Plan • Buckeye Parks and Recreation Master Plan • Downtown Buckeye Specific Area Plan
The City should work with schools to develop and implement a Safe Routes to School Program and schools should be designed to enhance safety and accessibility.	• Buckeye General Plan 2040
For new developments, require on-site infrastructure for VRU and connectivity to the existing system.	• Buckeye General Plan 2040 • Buckeye in Motion Transportation Master Plan • El Rio Design Guidelines and Planning Standards
Collaborate through partnerships and agreements for maintaining and connecting maintenance roads for VRU.	• Buckeye in Motion Transportation Master Plan
Design roadways with physical separation of VRU to improve safety and establish guidelines for crossings with motor vehicles.	• 2040 General Plan • Buckeye in Motion Transportation Master Plan • Buckeye Parks and Recreation Master Plan • Downtown Buckeye Specific Area Plan • El Rio Design Guidelines and Planning Standards
The City should evaluate improving traffic flow by addressing missing links in the arterial network.	• Buckeye in Motion Transportation Master Plan
Develop a traffic management center (TMC) and implement strategic infrastructure to relay traveler information and improve traffic operations.	• ITS Strategic Plan Buckeye

Post-Crash Care

The Safe System element, Post-Crash Care, focuses on enhancing crash survivability by ensuring quick access to emergency medical care, creating a safe working environment for first responders, and preventing secondary crashes through effective traffic incident management practices. FHWA emphasizes the importance of rapid medical response and coordination among emergency services to minimize the severity of injuries. Effective incident management is crucial for maintaining safety on roadways and minimizing disruptions. The policies and goals related to post-crash care are summarized in **Table 5**. A detailed table that summarizes all the policies and goals reviewed is provided as an attachment.

Table 5 – Post-Crash Care Summary

Guidance Themes	Document(s)
Establish and monitor incident response times and standards.	• Buckeye General Plan 2040
Update Emergency Operations Plan regularly to ensure effective response.	• Buckeye General Plan 2040
Develop a traffic management center (TMC) and implement strategic infrastructure to improve emergency response operations.	• Buckeye ITS Strategic Plan

Safe Vehicles

The Safe System element, Safe Vehicles, focuses on vehicle safety systems and features that help prevent crashes and minimize the severity of injuries and collision impacts. This is a critical element of the Safe System approach as it reinforces that humans are vulnerable and redundancy within a system is needed so that if one system component fails, people are still protected. Due to the nature of this element, no policies were captured as this element is primarily the purview of the vehicle engineers and manufacturers. An example of a Safe Vehicles solution would be creating safer seat belts; however, promoting and educating the importance of wearing seat belts would be captured under Safe Road Users.

SOURCES

1. *What Is a Safe System Approach,* U.S. Department of Transportation, January 2025, https://www.transportation.gov/safe-system-approach
2. *Zero Deaths and Safe System,* FHWA, August 2024, https://highways.dot.gov/safety/zero-deaths#:~:text=Applying%20the%20Safe%20System%20approach,a%20fatality%20or%20serious%20injury.

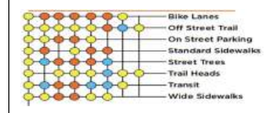
Existing Plan Review Table (With Links, Objectives, Recommendations, and Notes)

Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
El Rio Design Guidelines and Planning Standards	2015	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/11899/637967632268270000	"The trails and shared use pathways would connect communities to the river, and provide unique opportunities to showcase the corridor's cultural history and diversity of habitats.	Exhibit 4-1 Identifies planned municipal trails or paths	Chapter 4; Chapter 5	The El Rio Design Guidelines and Planning Standards provide the county, the communities, and all interested parties, with guidelines to supplement the current development regulations. These guidelines help to create and maintain a focus on techniques that can increase awareness and appreciation of, as well as access to, the Gila River.
Buckeye Parks and Recreation Master Plan	2016	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/662/636437642600200000	GOAL 3.1 PATH & TRAIL PLANNING AND CONNECTIONS : Plan a regionally connected and locally integrated trail system that links parks and recreation facilities to neighborhoods and activity centers. GOAL 3.2 PATH & TRAIL DESIGN & CONSTRUCTION Design and construct a functional path and trail system tailored to the needs of those using them. GOAL 3.3 PATH & TRAIL MAINTENANCE Provide sufficient resources to maintain new trails	PATHWAYS, TRAILS 1. Pathways and trails should be lighted with landscaping provided. 2. Trash cans with pet waste stations shall be provided intermittently along pathways. 3. Parks, open space and green belts should be linked through a system of pathways within the community with connections to adjacent communities, pathways and sidewalks located along streets, canals, powerline corridors, washes, etc. 4. Provide access nodes every quarter mile and at a minimum every half mile along boundaries of paths and trails; however 500' distance between access nodes is recommended to maximize the functionality of the system. 5. Resting stations with seating nodes should be advantageously located along pathways. 6. Paths and landscaping located between lots must be a minimum of 30 feet wide to avoid narrow passageways through a development. 7. Pedestrian paths that cross a street should be done at intersections and not at mid-block. Bollards should be used at such crossings to prevent motorized vehicles from accessing the path. 8. Provide adequate access for the maintenance of pathways and trails. Strategies per goal listed in chapter 3 Guidelines for pathways and trails page 80	Chapter 3	Established a framework for parks, paths, trails, and open spaces in Buckeye. The plan established a robust network of planned trail and path facilities along washes, rivers, canals, utility corridors, and open space areas.
Buckeye ITS Strategic Plan	2018	Local	https://azmag.gov/Portals/0/Documents/MagContent/2018_ITS_Strategic-Plan-Buckeye.pdf?ver=XJEXsHgy06_AS6rtgIIg4w%3d%3d	**Vision:** *To optimize the capacity of the transportation system, improve safety, and reduce peak hour demand on gateway arterials by facilitating real-time operation and management of the transportation network from the City's operational center and coordinating with neighboring agencies for cross-jurisdictional operations* **Goal:** *Provide the City with guidance for assembling a complete and robust ITS network so that Buckeye can actively coordinate, operate, and manage their transportation network*	Presents phased recommendations along 4 tracks: Infrastructure, Systems, Staffing, Partnering.	Pg 12	Identify strategies and tools to enable the City to manage its transportation network more efficiently Identifies Priority Transportation Facilties in Buckeye
Buckeye in Motion Transportation Master Plan	2019	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/7882/637087355580900000	Same as General Plan	Future Street Network Designations Page 2-66 Future LOS Page 2-67 Documents existing services and facilties for each mode type (Streets, Transit, Active, Aviation, Rail, Freight, and ITS) relevant plans, demand, comprehensive short, medium, and long range recommendations alongside implementation and funding sources. Within each mode, there is a section outlining how each mode interacts with each other. Chapter 9 contains an implementation matrix and timeframe	Entire Document	Extension and focus of the General Plan - The TMP provides recommended multimodal transportation improvements to accommodate growth within Buckeye's Municipal Planning Area (MPA). Based on the existing and forecasted conditions for Buckeye, the TMP establishes a strategy for the development of a comprehensive transportation network that efficiently serves multiple modes of transportation including the street network, transit services, active transportation facilities, aviation, rail, and freight
Buckeye Bicycle and Pedestrian Master Plan	2019	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/7884/637087358982070000	**Vision:** "The City of Buckeye is a community where walking or riding a bike is a comfortable and convenient transportation choice for residents and visitors of all ages and abilities" **Goals:** Goal 1 Improve Safety of bicyclists and pedestrians through infrastructure improvements and safety programs. Goal 2 Improve Connectivity within the community by linking residents and visitors with activity centers, employment areas, recreational facilities, corridors and opportunities for transit. Goal 3 Improve Convenience of the bicycle and pedestrian network to connect people with transit corridor hubs and stops. Goal 4 Improve Awareness and Use of the bicycle and pedestrian network through awareness programs, events and other public engagement activities. Goal 5 Improve Maintenance to enhance use of the network through the use of low maintenance materials and design considerations with the objective of reducing overall maintenance costs.	Chapter 4 functions as a toolbox of bicycle and pedestrian infrastructure improvements that can be implemented throughout the city in the future alongside other features such as natural shade and wayfinding	Chapter 4; Chapter 5	Outlines benefits associated with bicycling, establishes on-off street bicycle and pedestrian networks, descriptions and cross sections of facility types on various classifications of roadways. Presents short, medium and long term improvement projects
Buckeye Speed Cushion Policy	2022	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/12028/637993605063200000	Reduce speeds on local or major local streets using Speed cushions	Policy and Procedures for installation of speed cushions	Entire Document	
Buckeye Transit Study	2024	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/13363/638754759331530000	*NA*	Market study for transit in Buckeye - goes over existing travel patterns and demand	Entire Document	Presents projects population growth in 2040, future development and travel patterns + demand. Presents high level opportunities for connections between communities and transportation hubs

Existing Plan Review Table (With Links, Objectives, Recommendations, and Notes)

Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
Engineering Design Standards Chapter 6: Transportation	2012 original, Amended 2017 - 2024	Local	https://www.buckeyeaz.gov/business/engineering/design-standards-and-details	*Provides comprehensive guidelines for street planning and design standards, sidewalks, roundabouts, intersections, plan requirements, traffic signals, signs and marking, as well as asphalt mix designs*	*NA*		
Buckeye General Plan 2040	2018 - amended in 2019 and 2022	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/6300/637928096311900000	**Vision:** Buckeye in 2040 is an innovative, healthy, resilient, and forward-thinking community that is safe and secure with diverse employment, housing, education and business opportunities. Buckeye offers rural to urban lifestyles with a genuine sense of heritage while being good stewards of our natural resources, open spaces, and overall quality of life. **Goals:** GOAL 1: Fiscal Wellness and Financial Flexibility and Accountability GOAL 2: Enhanced Economic Well-Being and Vitality GOAL 3: A Well-Planned Urban Community GOAL 4: Adequate, Well-Maintained and Well-Planned Public Infrastructure GOAL 5: Responsive and Accountable Government and Effective Public Services **Intended Outcomes:** 1. A Safe and Healthy Community: Residents and visitors are safe and healthy, feel safe and secure, and share responsibility for maintaining the safety and promoting the welfare of the community. 2. A Flourishing Cultural, Social, and Civic Life: Residents are fully and effectively engaged in the life of the community to promote a sense of place and to enhance our community pride, our shared values, and our common resources. All people have the opportunity to participate in the life of the community and local economy	Policy G-19.2: The City of Buckeye should promote the development of active communities that are designed to promote pedestrian and bike usage and provide equitable and convenient access to parks, schools, recreation facilities, other public facilities, and shopping areas that are interconnected by trails. Policy S-1.1: The City of Buckeye should prioritize public facility infrastructure improvement and investment projects in areas where there is existing development and funding for operations and maintenance. Policy S-1.3 : The City of Buckeye should prepare a targeted infrastructure expansion and modernization plan for Generalized Areas for Growth and Activity Centers Policy S-1.4: All planning for new services and facilities will include provisions for the operations and maintenance of the planned projects. Policy S-3.5 : The City of Buckeye will conduct safety education programs throughout the community. Policy S-4.2: The Buckeye Fire Medical Rescue Department should strive to meet a response time of four minutes for fire and emergency response within existing and new developments **Goal S-9: Buckeye is a connected community with an efficient multimodal transportation network. (pg86)** Policy S-9.2: New development should provide active transportation facilities, such as pedestrian paths, bike paths, and trails that enhance connectivity between community green spaces and to regional parks and the Maricopa County trail system. Policy S-9.3 : The City of Buckeye should ensure that the transportation network is managed, operated, and maintained efficiently. Policy S-9.4: The City of Buckeye should design roads for multimodal accessibility. Policy S-9.7: The City of Buckeye will support expanding capacity on the existing I-10 and SR85. Policy S-9.8: The City of Buckeye will actively promote and lobby for the expansion and development of new key transportation facilities, including commuter rail and other regional transportation opportunities **Goal S-10: Buckeye has a regional approach to transportation planning** Policy S-10.1 The City of Buckeye will continue to use the adopted I-10/Hassayampa Valley Roadway Framework Study as the base for its future roadway network. Policy S-10.2 The City of Buckeye will work to expand partnerships with ADOT, MCDOT, MAG, and adjacent municipalities when planning and funding transportation infrastructure. Policy S-10.3 The City of Buckeye should regularly update transportation plans consistent with regional objectives. Policy S-10.4 The City of Buckeye should work with MCDOT to assess the future viability of attached or detached bicycle and pedestrian paths on Sun Valley Parkway. Policy S-10.5 The City of Buckeye should seek intergovernmental agreements with canal districts, utility providers, and the flood control district for shared use of maintenance roads for pedestrians and bicyclists.	Policies Pages 53-93 (pdf)	Used by the City to guide Buckeye's future relative to land use, public services, infrastructure, and resource management. Recommended policies are presented between three categories : Growth, Services, and Stewardship. Services houses most of the transportation related policies
Buckeye General Plan 2040 (Continued)	2018 - amended in 2019 and 2022	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/6300/637928096311900000		**Goal S-11: Buckeye has a roadway system that is safe and efficient** Policy S-11.1 The City of Buckeye should plan for future transportation corridors by identifying and preserving adequate rights-of-way during the planning and development process. Policy S-11.2 The City of Buckeye should update the Capital Improvement Plan with road improvements needed on an annual basis. Policy S-11.3 The City of Buckeye should improve the flow of traffic by addressing missing links in the arterial network. Policy S-11.4 The City of Buckeye should designate appropriate truck routes that provide efficient connections to industrial and commercial uses and do not adversely impact residential land uses. Policy S-11.5 The City of Buckeye should continue to support the update and implementation of the Intelligent Transportation Systems (ITS) Master Plan. Policy S-11.6 New development should provide connectivity to adjacent neighborhoods to minimize arterial dependency **Goal S-12: Buckeye's multimodal system provides alternatives for modes of travel.**	Policies Pages 53-93 (pdf)	Used by the City to guide Buckeye's future relative to land use, public services, infrastructure, and resource management. Recommended policies are presented between three categories : Growth, Services, and Stewardship. Services houses most of the transportation related policies
Downtown Buckeye Specific Area Plan	2023 Original, Amended in 2024	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/13071/638590757365970000	**Vision:** Buckeye in 2040 is an innovative, healthy, resilient, and forward-thinking community that is safe and secure with diverse employment, housing, education and business opportunities. Buckeye offers rural to urban lifestyles with a genuine sense of heritage while being good stewards of our natural resources, open spaces, and overall quality of life. **Downtown Values:** 1.) CF: Foster a community-focused downtown by creating opportunities for organic and organized community gathering and grassroots economic activity to take place 2.) DN: Create a regionally recognized and safe day-and-night destination that has attractions and activities all throughout the day focusing on play, entertainment, and nightlife. 3.) A: Curate an active downtown environment that has regular foot traffic, programmed events, and recreational activities. 4.) MU: Establish mixed-use and quality public and private downtown spaces that provide inherent flexibility for multiple purposes and changing market demands 5.) FH: Make downtown feel like home by celebrating the culture and heritage of Buckeye and fostering a strong sense of place through physical design and cultural events 6.) DA: Build a downtown for all through accessible infrastructure, connectivity enhancements, and attractions that make Buckeye appealing to anyone and everyone.	Policy S-11.1 The City of Buckeye should plan for future transportation corridors by identifying and preserving adequate rights-of-way during the planning and development process.	Section 4, Page 88, Section 5, Section 7	Extension or result of general plan that focuses on the Downtown core of Buckeye, Identfies auto, pedestrian, and bicyclists emphasis corridors, and ped nodes To identify specific opportunities to expand and improve connectivity to and within the planning area. Some specific components of this framework plan include auto emphasis corridors, bike emphasis corridors, pedestrian emphasis corridors, and bike and pedestrian emphasis corridors *This Plan sets the consensus-built vision and roadmap for the future of Downtown Buckeye: its growth and development, its character, and its functionality. This Plan reinforces and magnifies downtown's role as the heart and soul of the community and sets forth a realistic set of implementation strategies that will guide future civic and private investment in the area.*

Existing Plan Review Table (With Links, Objectives, Recommendations, and Notes)

Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
Gila River Vision Plan	2020	Local	https://www.buckeyeaz.gov/home/showpublisheddocument/7989/637116474088370000	Objectives: 1. Preserve and restore existing pristine natural habitat areas in the Gila River in Buckeye; 2. Complement those preservation efforts with appropriately designed recreational opportunities that take advantage of open water bodies and an interconnected trail system; and 3. Establish a vision for supporting land uses along the north bank of the Gila River that celebrate the river to become a premier destination place in Buckeye.	Policy S-11.2 The City of Buckeye should update the Capital Improvement Plan with road improvements needed on an annual basis.	Pages 32, 33, 43-44	provides an overview of existing multi modal connectivity through the gila river study area TOD around 4th ave Of 8 land use character types presented as part of the vision , bike lanes are marked as a MUST for 5, while other transportation are in the MUST, SHOULD, and COULD categories for the other land uses 
MAG - Momentum 2050 RTP	2021	Regional	https://azmag.gov/Portals/0/Transportation/RTP/2022/RTP-Momentum-2050-Accessible.pdf?ver=xx2IqoCFdMVnZtc-20ckQ%3d%3d	**Vision:** The transportation system plays a critical role in ensuring a high quality of life for residents of the MAG region - The purpose of the RTP is to establish a sustainable, resilient, multi-modal transportation investment program that connects people with opportunities to prosper and thrive. We will deliver a world-class transportation system that reflects the following mission critical **Goals:** Safety: Ensure the safety and security of pedestrians, bicyclists, riders, and drivers. Mobility; Ensure ease of movement for people and goods throughout the region; providing equitable and appropriate access to essential services and destinations Prosperity; Support economic competitiveness and growth through strategic transportation investments Responsiveness: Expand travel choice that accommodate future growth and are flexible in adapting to changing needs and innovations Livability: Invest in a transportation system that supports health and well-being and sustains the environment Preservation: Maintain our regions transportation infrastructure to protect existing investments for the future	Policy S-11.3 The City of Buckeye should improve the flow of traffic by addressing missing links in the arterial network.	Entire Document	Presents current and future conditions as well as investment strategies and funding sources for improvements
MAG Complete Streets Guide	2011	Regional		**Goals:** A Regional Complete Street Policy: Provides clear and consistent standards for Complete Streets among jurisdictions, and guidance to the development community. Includes performance measures (inventory and outcome, including TIP program tie-in) and implementation actions. Is relevant to all types of streets and all jurisdictions, and addresses funding opportunities. Complete Streets: Are context-sensitive, integrated into transportation planning, sustainable, fundable, and implementable. They accommodate all modes and users, including emergency services and transit, while supporting interaction and accessibility for people of all abilities. They create inclusive, safe environments for all ages and abilities, contribute to roadway capacity, property values, public health, environmental quality, and sense of place, and increase connectivity, travel options, efficiency, safety, transit use, school walking rates, access to destinations, and compliance with speed limits.	Policy S-11.4 The City of Buckeye should designate appropriate truck routes that provide efficient connections to industrial and commercial uses and do not adversely impact residential land uses.		
MAG - Strategic Transportation Safety Plan	2021	Regional	https://azmag.gov/Portals/0/Documents/Transportation/STSP/STSP_2021-06-30_Strategic-Transportation-System-Plan.pdf	**Vision:** Everyone stays safe traveling from place to place **Goals:** Reduce the severity and number of people impacted by crashes	Policy S-11.5 The City of Buckeye should continue to support the update and implementation of the Intelligent Transportation Systems (ITS) Master Plan.	Appendix A	Includes implementation costs and funding sources Each strategy is presented with participants listed, effectiveness, schedule, and performance measures

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Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
ADOT - Complete Transportation Guidebook	2016	Regional	https://azdot.gov/sites/default/files/2019/08/ctguidebook.pdf	NA	Policy S-11.6 New development should provide connectivity to adjacent neighborhoods to minimize arterial dependency	Chapter 2	*This document was created in 2016 as a tool to include sustainable practices in transportation planning efforts for the state of Arizona. The guidebook complements other ADOT strategies, goals, and values. The Complete Transportation Guidebook establishes sustainable strategies and tools to help move people, not just vehicles. - Summary from 2023 Vulnerable User Report*
2050 ADOT LRTP	2023	Regional	https://www.adot2050plan.com/	**Vision:** Connecting Arizona. Better Lives Through Better Transportation. **Goals:** 1.) Promote Environmental & Health Stewardship 2.) Support Equitable Access 3.) Strengthen Partnerships 4.) Improve Mobility, Reliability, & Accessibility 5.) Preserve & Maintain the System 6.) Support Economic Vitality 7.) Enhance Safety & Security		Pages 19-24	*Provides information regarding the existing and future condition of the state transportation system, and provide direction to the state, metropolitan planning organizations (MPOs) and councils of government (COGS), and Arizona residents about transportation needs, available revenues, and system performance over a 25-year period*
ADOT - Bicyclist Safety Action Plan	2018	Regional	https://activetransportation.az.gov/sites/default/files/documents/files/Bicyclist-Safety-Action-Plan.pdf	**Objectives:** ~ Evaluate the strategies, progress, and effectiveness of the 2012 BSAP to reduce the frequency of bicycle crashes. ~ Collect and analyze bicycle crash data on the SHS for the most recent five years available (20122016). Identify crash types and review contributing factors to the crashes. ~ Identify high-priority bicyclist crash locations. ~ Identify specific steps, actions, and potential countermeasures that, upon implementation and over time, will measurably reduce bicycle crashes, injuries, and fatalities on the SHS.	Goal S-12: Buckeye's multimodal system provides alternatives for modes of travel.	Entire Document, Pg 97	
ADOT - AZ Strategic Highway Safety Plan	2019	Regional	https://azdot.gov/sites/default/files/2019/10/az-stsp-report-2019.pdf	**Vision:** Toward zero deaths by reducing crashes for a safer Arizona **Goals:** Reduce traffic fatalities on Arizona Roadways	5 Emphasis Areas: ~Highway Safety (Behavior Related) ~Intersections ~Lane Departure ~Pedestrians ~Safety Related Data Strategies presented through the lens of the Education, Enforcement, and Engineering per emphasis Includes general strategies common to all areas such as Emergency Medical Services and Coordination with Tribal Communities	Entire Document pg. 29-42, 43	*Statewide coordinated plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads.* Emphasis areas are closely tied with MAG Strategic Transportation Safety Plan 2021
MAG - Active Transportation Pan	2020	Regional	https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan	**Goals:** 1.) Increase the active transportation mode share to 30 percent by 2040 2.) Achieve zero pedestrian and bicycle traffic fatalities by 2030 3.) Increase the percentage of people getting enough physical activity to 80 percent by 2040	~Focus on short trips as a key to mode shift ~Build more high comfort networks ~Manage vehicle speeds ~Integrate active transportation and transit ~Count active transportation trips Principles for each are Equity and Inclusion, Safety, Comfort and Connectivity Presents local agencies with a toolbox of ideas to integrate this plan/active transport into city policy: ~Build high quality infrastructure within the Active Transportation Grid ~Adopt Policies or ordinances that support complete streets ~Establish a safe system policy ~Update street design standards and guidelines ~Support supportive land use and development regulations ~Update parking requirements ~Dedicate resources for active transportation ~Become a walk-friendly and bike-friendly community (WFC/BFC)	Entire Document	*The Maricopa Association of Governments (MAG) Active Transportation Plan (ATP) aims to shift the Valley's culture from being car-centric to people-centric, and to create a happier, healthier, and more economically competitive region.*

Existing Plan Review Table (With Links, Objectives, Recommendations, and Notes)

Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
USDOT Safe Systems Approach and National Roadway Safety Strategy	NA	National	https://www.transportation.gov/NRSS/SafeSystem	*Principles of a Safe System Approach* *This is a circular diagram about the Safe System Approach. On the circumference is a band with six safe system principles: Death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. Inside this, the circle is divided into five sections with logos representing each section: Safer vehicles, safer speeds, safer roads, post-crash care, and safer people.A Safe System*	*Objectives:* *Safer People:Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.The safety of people is U.S. DOT's core mission. Enabling people to be safer includes actions to encourage safer behaviors among the driving public, commercial drivers, and all road users. People generally use the roadway system in a safe manner on any given trip, but mistakes, lapses in judgment, and other more significant risky behaviors still occur.* *Behavioral Safety Factors* *The three most frequent and persistent behavioral safety factors in fatal crashes are:* *1. People in motor vehicles not wearing seat belts* *2. Driving while impaired from alcohol* *3. Speeding* *Safer Roads: A street with a raised median and a marked crosswalk at a roundabout with yield signs and a school bus stopped for boarding passengers at the opposite entrance of the roundabout. Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.* *Roadway design strongly influences how people use roadways. The environment around the roadway system—including land use and the intersections of highways, roads, and streets with other transportation modes such as rail and transit—also shapes the safety risks borne by the traveling public. U.S. DOT has advanced an initiative to develop a growing collection of Proven Safety Countermeasures that offers effective strategies to reduce fatalities and serious injuries on our Nation's roadways. Transportation agencies are strongly encouraged to consider widespread implementation of countermeasures to accelerate the achievement of local, State, Tribal, and National safety goals. These strategies are designed for all road users and all types of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between.* *Proven Safety Countermeasures* *The Proven Safety Countermeasures initiative is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.*		Dashboard: https://explore.dot.gov/views/NRSSDashboard/Dashboard/025c8cf8-3df9-4f3a-b680-254084afa5c1/9c2afe2f-42b8-45ec-9d83-a0a3d7bc4cb2?%3Aembed=y&%3AisGuestRedirectFromVizportal=y%3AshowAppBanner&%3Adisplay_count=n&%3AshowVizHome=n&%3Aorigin=viz_share_link&%3Atoolbar=no&%3A%3Aembed=yes
USDOT Safe Systems Approach and National Roadway Safety Strategy (Continued)	NA	National	https://www.transportation.gov/NRSS/SafeSystem	*Approach incorporates the following principles:* *Death and Serious Injuries are Unacceptable* *A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.* *Humans Make Mistakes* *People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.* *Humans Are Vulnerable* *Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.* *Responsibility is Shared* *All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.* *Safety is Proactive* *Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and react afterwards.* *Redundancy is Crucial* *Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.*	*Safer Vehicles: Two people stand examining a new vehicle on the showroom floor of a car dealership. Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants. The role of vehicle safety performance in avoiding or mitigating the harm of crashes cannot be overstated. Seat belts and air bags, for example, prevented an estimated 425,000 fatalities in traffic crashes since they were first required through regulatory requirements called the Federal Motor Vehicle Safety Standards (FMVSS). The next generation of motor vehicles will increasingly have the technology necessary to prevent certain crashes from occurring in the first place and to mitigate harm to those outside of the vehicle when a crash happens. This is particularly important as the proportion of roadway fatalities involving people outside of a vehicle has increased over the past few years.* *Deploying Advanced Vehicle Safety Technologies: The deployment of technologies to improve vehicle safety has rapidly accelerated in the last five years. Data from the New Car Assessment Program shows substantial increases over time in the percentage of passenger motor vehicles equipped with advanced driver assistance system technologies.* *Improving Commercial Motor Vehicle Safety: Enabling safer vehicles also means employing strategies to improve the safety of the commercial motor vehicles that transport goods and carry thousands of passengers locally and across the country every day.* *Safer Speeds: School Zone sign: Speed Limit 20 when flashing. Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement. The Department believes it is important to prioritize safety and moving individuals at safe speeds.1 Both exceeding the posted speed limit and driving too fast for conditions are speeding-related crash factors.* *The Effects of Speed on Roadway Fatalities* *Speeding increases both the frequency and severity of crashes, yet it is both persistent and largely accepted as the norm amongst the traveling public.2 Unsafe speeds are a well-documented and understood factor in death and injury, especially among people outsid+D13e of a vehicle. Managing speeds and addressing issues of speeding will improve safety.* *Post-Crash Care: A fire truck and ambulance with EMS crews respond at the scene of a car crash. Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices. Our ability to save lives does not end when a crash occurs. Appropriate medical care for people injured in a crash to prevent their injuries from becoming fatal is critical. The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) clinicians is a major factor ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural and Tribal communities, where response times are longer and EMS resources more limited. Access to Emergency and Trauma Care Is Critical to the Survivability of Crashes*		

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Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
Vision Zero Network	NA	National	https://visionzeronetwork.org/core-elements/	*Vision Zero is a strategy to eliminate roadway deaths and severe injuries, while increasing safe, healthy, equitable mobility for all. It is built on the belief that all people have the right to safe mobility. The foundation of Vision Zero is the Safe System approach, which recognizes that people will sometimes make mistakes and that human bodies are vulnerable.* *Traffic Deaths Are Preventable* *Integrate Human Failing In Approach* *Prevent Fatal And Severe Crashes* *Systems Approach* *Saving Lives Is Not Expensive*	*1.Public, high-level, and ongoing commitment. The mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts* *2. Authentic engagement. Meaningful and accessible community engagement toward vision zero strategy and implementation is employed, with a focus on equity. Engage the community in meaningful, culturally-relevant ways and support involvement by respected community leaders. Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts.* *3. Strategic planning. A vision zero action plan is developed, approved, and used to guide work. The plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders. The action plan and corresponding strategies are built on the safe systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury. Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts.* *4. Project delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues. Decision-makers provide leadership on policy reforms needed to prioritize safety. System designers are supported by city leaders to advance safety projects. System designers and decision-makers advance crosscutting measures to reduce car dependence, improve transit, and support safe walking and biking.* *5. Complete streets for all. Complete streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles. Multimodal street design and countermeasures prioritize safety over speed. Safety improvements to roadways are prioritized for people walking and biking and in historically underserved communities.* *6. Context-appropriate speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal. Roadways are designed (or redesigned) to prioritize safety over speed. Speed limits are lowered where data and community experience show need. Automated speed enforcement is implemented where needed, with strategies to address disproportionate impacts on low-income communities.*		
Vision Zero Network (Continued)	NA	National	https://visionzeronetwork.org/core-elements/	*Vision Zero is a strategy to eliminate roadway deaths and severe injuries, while increasing safe, healthy, equitable mobility for all. It is built on the belief that all people have the right to safe mobility. The foundation of Vision Zero is the Safe System approach, which recognizes that people will sometimes make mistakes and that human bodies are vulnerable.* *Traffic Deaths Are Preventable* *Integrate Human Failing In Approach* *Prevent Fatal And Severe Crashes* *Systems Approach* *Saving Lives Is Not Expensive*	*7. Equity-focused analysis and programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices. Explicit commitment and actions prevent vision zero efforts from increasing disproportionate enforcement levels in communities of color. Any enforcement efforts within vision zero are focused on dangerous moving violations, as identified by quality data analysis.* *8. Systemic, proactive planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity. Data is used to identify trends of problems, which are addressed systematically rather than as isolated incidents.* *9. Responsive, hot spot planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding. • top risk factors and locations of serious traffic crashes are identified, mapped, and utilized • quality data on traffic deaths and serious injuries are posted publicly and updated regularly* *10. Comprehensive evaluation and adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the vision zero action plan. Regular progress reports are produced and shared publicly. Use of pilot implementation and community feedback shape safety efforts.*		
USDOT SS4A Objectives and Requirements	NA	National	https://www.transportation.gov/grants/SS4A	*The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.* *The purpose of SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives and prevent serious harm.* *The scope and scale of eligible safety projects and strategies can range from specific spot treatment to corridors to interventions across a broad geographic area. The selection criterion Safety Impact includes the extent to which an application "employs low-cost, high-impact strategies that can improve safety over a wide geographic area." Applicants are encouraged to consider systemic approaches to the extent they address a community's safety problems.*	*Action Plans MUST* *#3 - Does the Action Plan include all of the following? •Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; •Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; •Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and, •A geospatial identification (geographic or locational data using maps) of higher risk locations.* *#7 - Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?* *#9 - Was the plan finalized and/or last updated between 2018 and June 2023? (SUBJECT TO CHANGE EVERY GRANT CYCLE)*		Some of these commitments could be overarching goals of the planning effort/process.

Existing Plan Review Table (With Links, Objectives, Recommendations, and Notes)

Plan Name	Year	Jurisdiction	Link	Vision / Goals / Objectives	Relevant Recommendations	Relevant Section/Pages	Notes
USDOT SS4A Objectives and Requirements (Continued)	NA	National	https://www.transportation.gov/grants/SS4A	*The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.* *The purpose of SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives and prevent serious harm.* *The scope and scale of eligible safety projects and strategies can range from specific spot treatment to corridors to interventions across a broad geographic area. The selection criterion Safety Impact includes the extent to which an application "employs low-cost, high-impact strategies that can improve safety over a wide geographic area." Applicants are encouraged to consider systemic approaches to the extent they address a community's safety problems.*	*MUST ANSWER YES TO 4 OF 6 QUESTIONS* *#1 - Are both of the following true? •Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? •Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?* *#2 - To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?* *#4 - Did the Action Plan development include all of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.* *#5 - Did the Action Plan development include all of the following? • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.* *#6 - Are both of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.* *#8 - Does the plan include all of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.*		Some of these commitments could be overarching goals of the planning effort/process.
6 Es of Safety	NA	National	https://saferoutespartnership.org/safe-routes-school/ https://saferoutespartnership.org/safe-routes-school/6-es/	*Six E's Framework:* *ENGAGEMENT – All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.* *EQUITY – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.* *ENGINEERING – Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.* *ENCOURAGEMENT – Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.* *EDUCATION – Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.* *EVALUATION – Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.*			
National Roadway Safety Strategy - USDOT	NA	National	https://www.transportation.gov/NRSS	*Together, we must strive for zero roadway fatalities. Zero is the only acceptable number of deaths on our highways, roads, and streets. The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways. However, no one will reach this goal acting alone. Reaching zero will require U.S. DOT to work with the entire roadway transportation community and the American people to lead a significant cultural shift that treats roadway deaths as unacceptable and preventable.* *The United States Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. Safety is U.S. DOT's top priority, and the NRSS represents a Department-wide approach to working with stakeholders across the country to achieve this goal.* *The NRSS sets a vision and goal for the safety of the Nation's roadways, adopts the Safe System Approach principles to guide our safety actions, and identifies critical and significant actions the Department will take now in pursuit of five core objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.*	*U.S. DOT adopts the Safe System Approach as the guiding paradigm to address roadway safety.*		
FHWA's Proven Safety Countermeasures initiative (PSCi)	NA	National	https://highways.dot.gov/safety/proven-safety-countermeasures	*The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses speed management, intersections, roadway departures, or pedestrians/ bicyclists— along with crosscutting strategies that address all four safety focus areas.*			

APPENDIX B:

CRASH ANALYSIS

MEMORANDUM

Date	July 23, 2025
To	Craig Sharp Project Engineer (Traffic) City of Buckeye Engineering csharp@buckeyeaz.gov (623) 695-7464
From	Y2K Engineering
Subject	City of Buckeye Transportation Safety Plan – Crash Analysis Summary

OVERVIEW

The City of Buckeye is currently in the process of developing a Transportation Safety Plan which will inform the City's strategic approach to enhancing roadway safety. This project involves a review of current safety trends, existing programs and processes, and public and stakeholder involvement to create a vision and plan for the future. The purpose of this document is to provide an overview of historical crash trends within the City of Buckeye study area over the study period of 2019 to 2023. Crash trends have been evaluated across the entire study area and further analyzed by key geographic filters, including Arizona Department of Transportation (ADOT) facilities, the developed areas of Buckeye and the undeveloped areas of the study area. The analysis explores when crashes have occurred, who was involved and where and why they happened, highlighting common characteristics of crashes throughout Buckeye.

METHODOLOGY

The crash data used in this analysis was obtained from the ADOT crash database. Crashes included in this database represent crashes with injuries or fatalities, uninsured drivers, more than 1,000 dollars in damages as a result of the crash, alcohol or drugs involved and/or by driver request. The data presented here is the latest available data; however, it is subject to change as new information is obtained and more refinements are performed.

The City of Buckeye provided a boundary of the planned city denoted as the Buckeye Planning Area. The study area was defined by applying a 200-foot buffer to the Buckeye Planning Area

boundary. This ensures that crashes at intersections on the edge of the boundary are included in the analysis. Crashes within the study area were included in the crash analysis. The study area includes roadways owned by the City of Buckeye, Maricopa County Department of Transportation (MCDOT), and ADOT. Crashes on I-10 were excluded from analysis except for I-10 traffic interchanges.

To better understand crash trends across different roadway environments, crashes within the study area were classified into three categories: those within ADOT right-of-way, those located in developed areas of the City of Buckeye, and those in the city's more rural, undeveloped areas. This contextual classification allows for more targeted analysis and deeper insights.

The ADOT right-of-way within the City of Buckeye study area consists of State Route 85 (SR-85) and Interstate 10 (I-10). The ADOT study area excludes the I-10 mainline but includes the traffic interchanges along I-10. In total, the ADOT right-of-way includes the SR-85 mainline as well as the traffic interchanges at SR-85 and I-10. The developed area of Buckeye refers to portions of the study area that have been 'built out', which typically includes dense residential and commercial developments. The developed area of Buckeye was established specifically for this project in coordination with City of Buckeye staff. The undeveloped area refers to the parts of the study area that consist primarily of farmland, agriculture, low-density residential, or open land. This area typically includes sparse development with fewer homes and businesses. If the area was not marked as ADOT or developed, then it was marked as undeveloped. A map of the study area showing the different regions of Buckeye is displayed in **Figure 1**, with undeveloped areas represented by the portions not labeled as ADOT or developed.

Figure 1: Study Area by Region, City of Buckeye

DEFINITIONS

Throughout this memorandum, a few specific terms will be used. They are defined below.

KSI - Killed and Serious Injury Crashes – killed and serious Injury (KSI) crashes are crashes that result in one or more fatalities or serious injuries. Serious injuries are defined as broken extremities, severe lacerations, paralysis, etc. Fatal crashes are defined when one or more people die within 30 days of the crash because of the injuries sustained in the collision. These collisions correspond to "K" and "A" injuries on the KABCO scale.

Crash Type – crash types were defined according to the Arizona Crash Report Forms Instruction Manual, 13th Edition (August 2023).

First Harmful Event – the first harmful event is the first point of injury or damage in the sequence of events in a crash.

Buckeye Developed Area – this area, as defined by the boundary shown in **Figure 1**, represents portions of Buckeye that were built at the time of analysis. It is intended to capture the city's developed urban and suburban landscape for the purposes of contextual crash analysis.

Vulnerable Road User – any person who uses the road without the protective enclosure of a vehicle and is at greater risk of injury or death in the event of a crash.

OVERALL CRASH SUMMARY

Summary

From 2019 to 2023, a total of 4,427 crashes were reported in the City of Buckeye, and 52 fatal crashes and 133 serious injury crashes were reported in Buckeye during the study period, bringing the total number of KSI (Killed or Seriously Injured) crashes during that period to 185. There were 40 collisions with pedestrians and 25 bicyclist collisions. 108 motorcycle crashes happened from 2019 to 2023, 11 resulting in fatalities.

When

By Year

Since 2019, the total number of crashes within the City of Buckeye has generally increased, with a larger number of crashes from 2021 to 2023. The most crashes occurred in 2022 with 1,149 crashes while the lowest number of crashes occurred in 2020 with 620 crashes. The decline in crashes observed in 2020 is likely attributable to the COVID-19 pandemic, during which stay-at-home orders significantly reduced traffic volumes and overall roadway exposure. Although KSI crash numbers have remained relatively steady over the study period—ranging from 28 to 45 annually— the number of fatal crashes has gradually increased, reaching a high of 15 in 2023.

Figure 2 shows the number of crashes by injury severity for each year in the analysis period. **Figure 3** shows the number of fatal and serious injury crashes from 2019 to 2023.

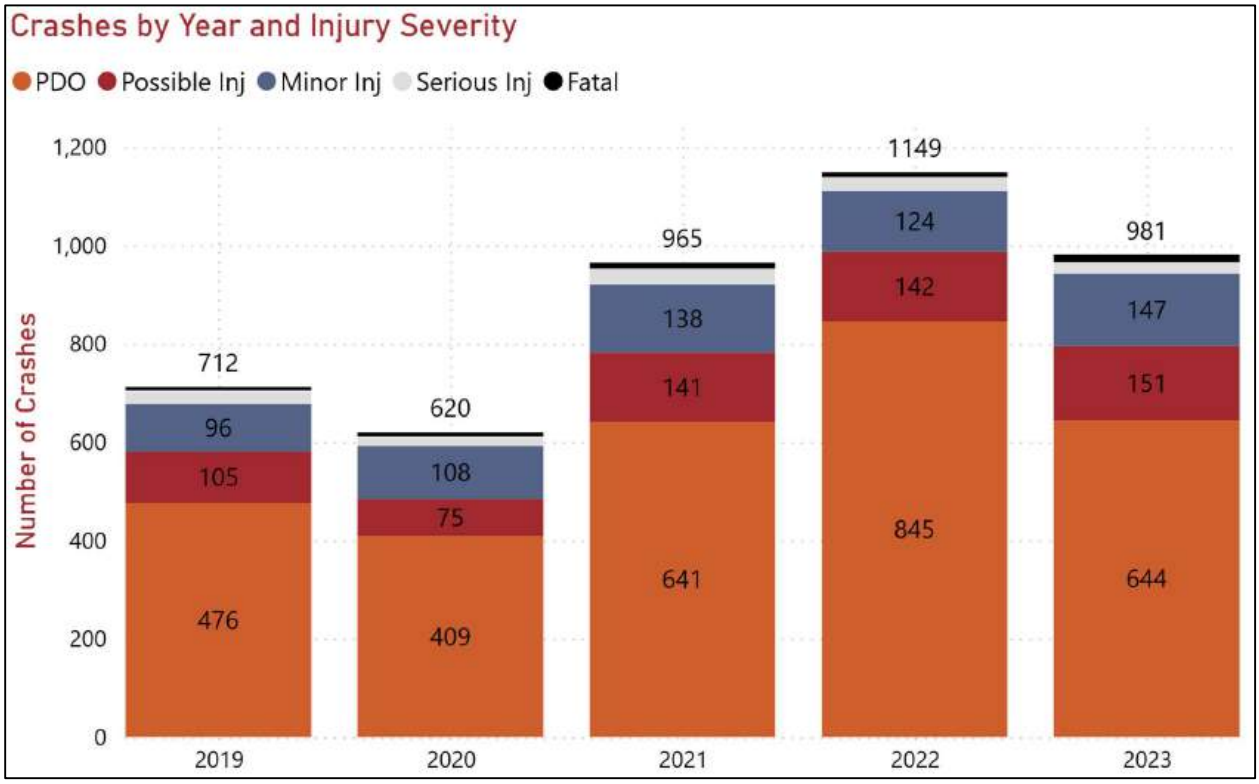

Figure 2: Total Number of Crashes per Year by Injury Severity, Buckeye, 2019-2023

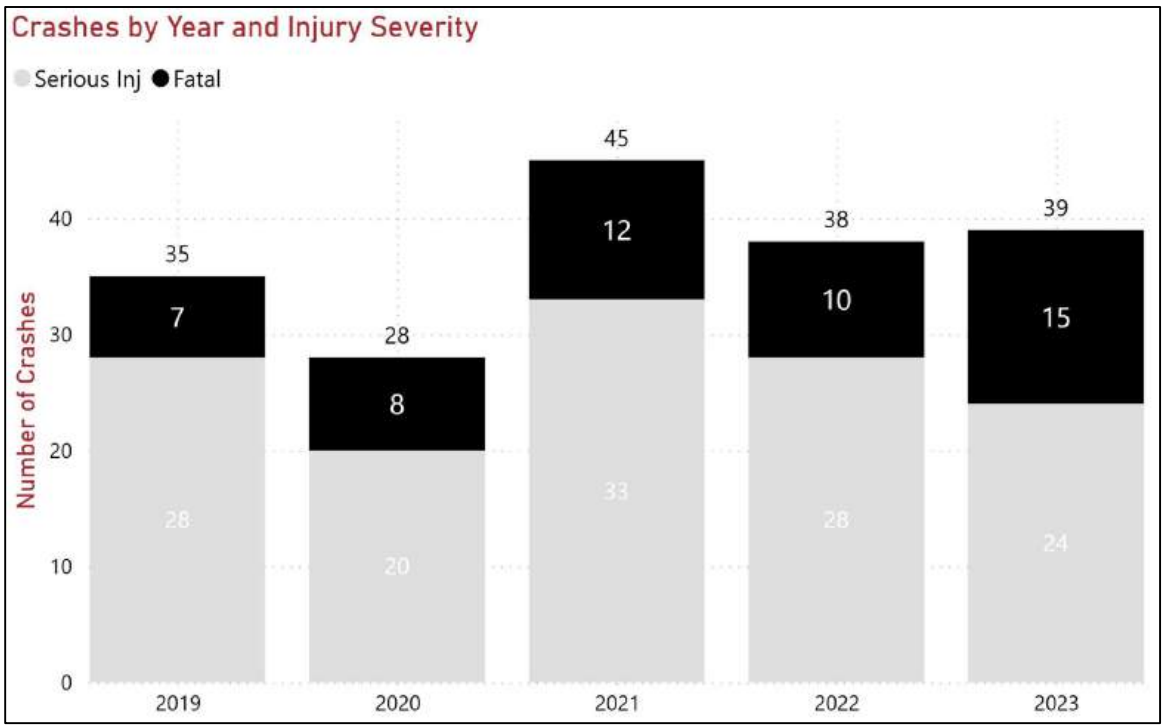

Figure 3: Total Number of KSI Crashes per Year, Buckeye, 2019-2023

Between 2019 and 2023, Buckeye, Arizona's population grew from approximately 79,600 to 108,900—an increase of nearly 37% in five years—solidifying its status as one of the fastest-growing cities in the United States during this period. The rapid population growth has led to increased numbers of drivers and vehicles on the road, raising exposure and highlighting the importance of ongoing efforts to improve roadway safety and reduce crashes.

By Month

Figure 4 shows the frequency of crashes in Buckeye by month. The month with the greatest number of crashes was November with 426 crashes, while July saw the lowest number of crashes with 297 crashes. There was an increase in the frequency of crashes during the winter season and a notable drop-off in the summer. April and November saw a peak in the crash frequency before decreasing in the subsequent months.

The frequency of serious injury and fatal crashes by month is shown in **Figure 5**. The greatest frequency of serious injury crashes happened in April (15 crashes) followed by January (14 crashes). June and August experienced the lowest number of serious injuries with 8 and 7 crashes, respectively. The highest number of fatal crashes occurred in September (9 crashes) followed by April and May (6 crashes each). Fatal crash frequency was greatest during spring and fall, while it was the lowest in the winter and summer seasons.

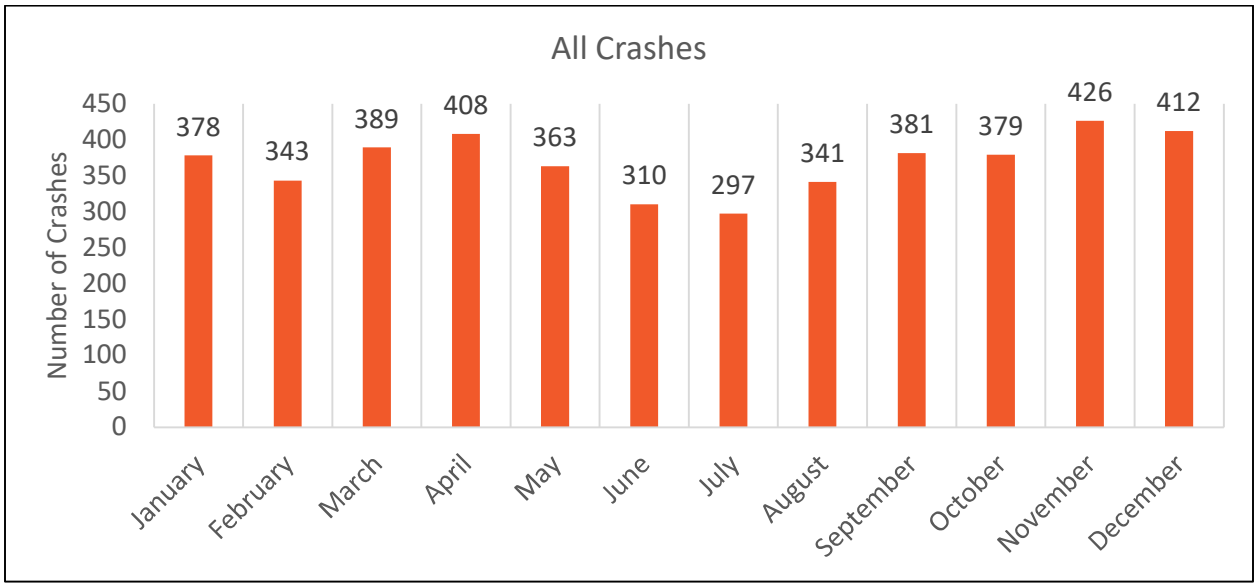

Figure 4: Number of Crashes by Month, Buckeye, 2019-2023

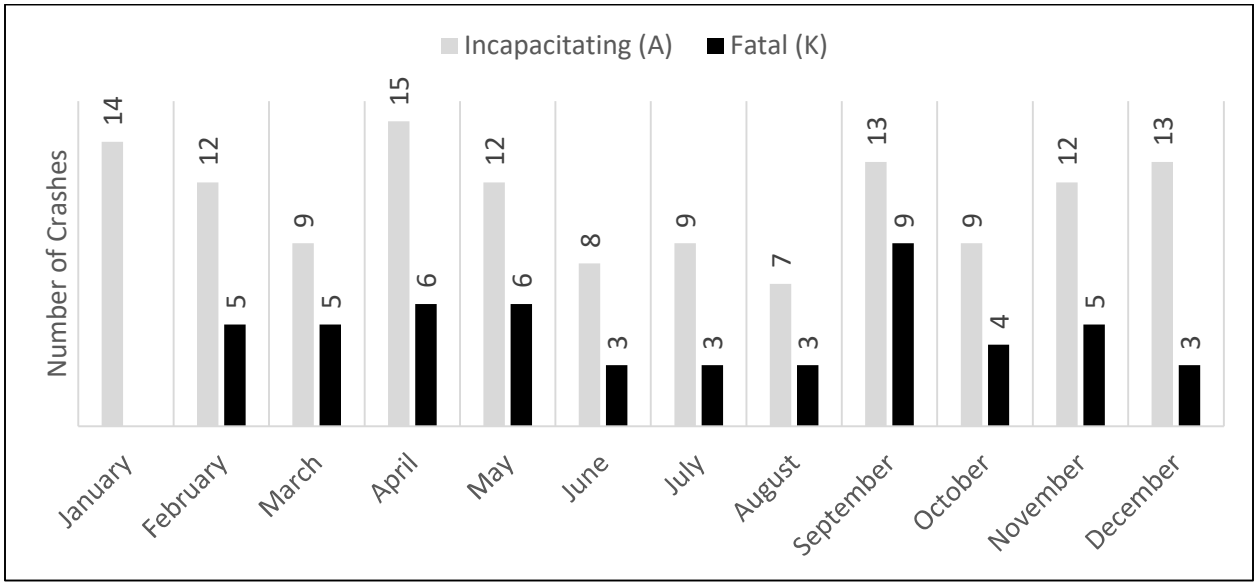

Figure 5: Number of KSI Crashes by Month, Buckeye, 2019-2023

By Day of Week

The distribution of crashes by weekday is shown in **Figure 6**. Crashes occurred most frequently on Fridays, while the fewest crashes happened on Sundays. Serious injury crashes occurred most on Wednesdays, Thursdays and Sundays and least on Tuesdays. Fatal crashes occurred primarily on the weekends from Friday to Sunday and occurred less commonly during the week. Serious injury and fatal crashes by day of the week are displayed in **Figure 7**.

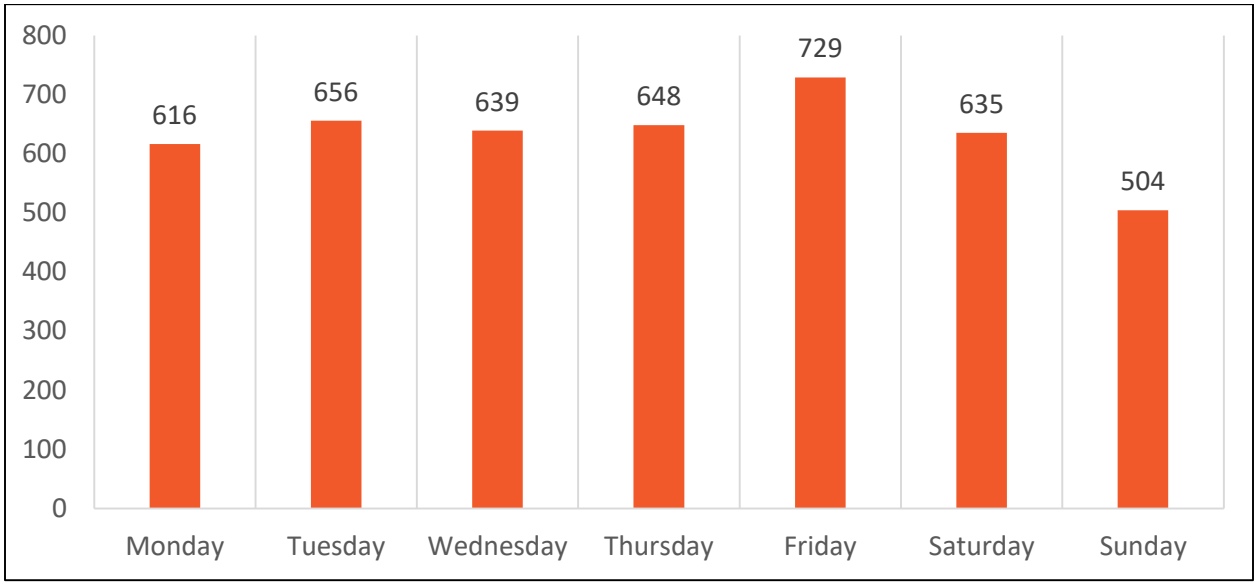

Figure 6: Number of Crashes by Day of the Week, Buckeye, 2019-2023

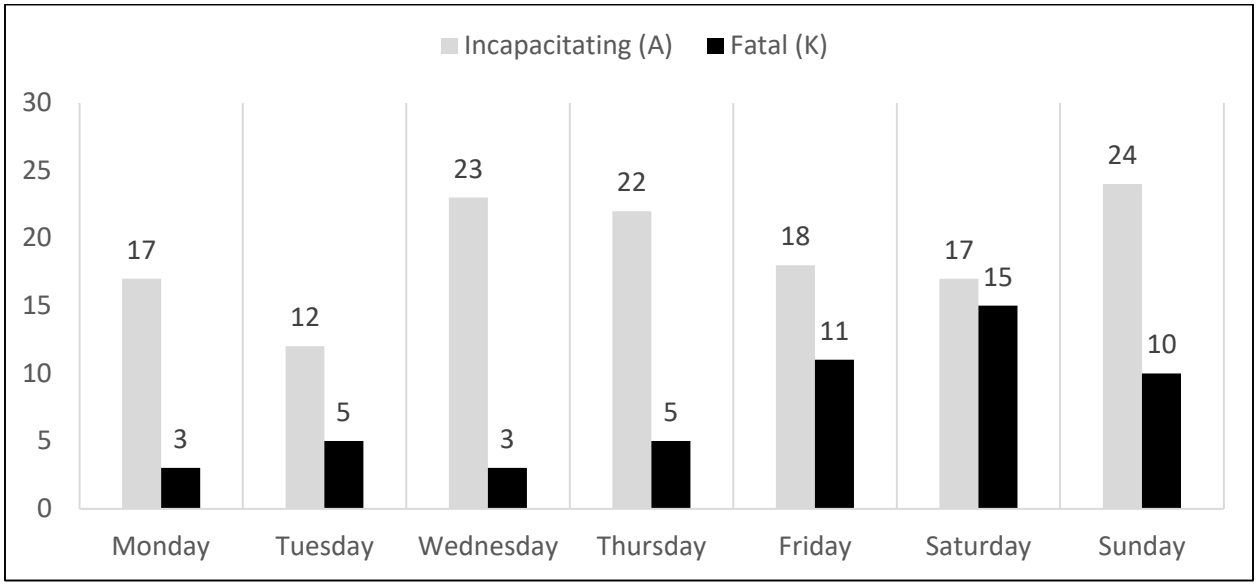

Figure 7: Number of KSI Crashes by Day of the Week, Buckeye, 2019-2023

By Time of Day

Crashes had an AM peak from 7:00 to 8:00 AM and PM peak from 3:00 to 5:00 PM. The majority of crashes (65%) occurred under daylight lighting conditions while just over a quarter of crashes (27%) happened under dark lighting conditions. Crashes were most frequent in the afternoon and evening hours from 12:00 PM to 8:00 PM. Crashes involving impairment were most common in the evening and nighttime from 3:00 PM to 4:00 AM. Over half of crashes (54%) involving impairment happened during dark lighting conditions. KSI crashes occurred steadily throughout the day from 11:00 AM to 12:00 AM with a peak from 5:00 PM to 6:00 PM. The daily crash distribution by time of day is shown below in **Figure 8**. KSI crash distribution throughout the day is displayed in **Figure 9**.

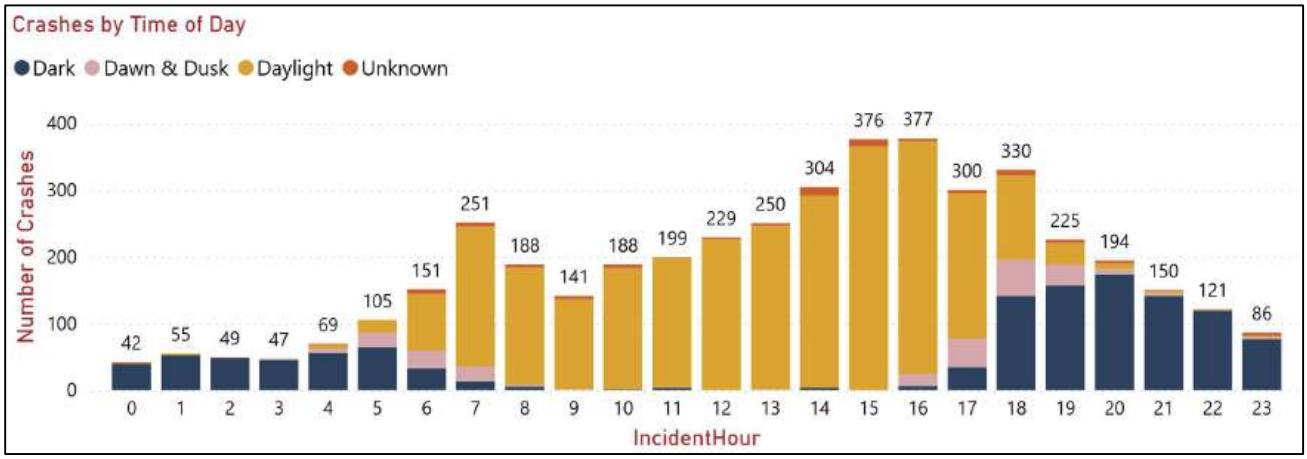

Figure 8: Number of Crashes by Hour and Lighting Condition, Buckeye, 2019-2023

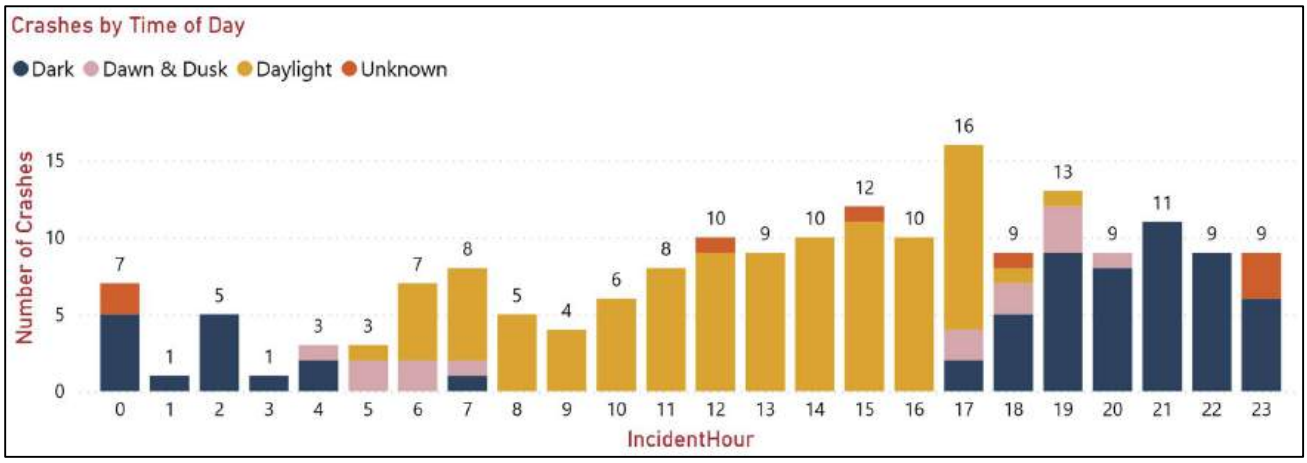

Figure 9: Number of KSI Crashes by Hour and Lighting Condition, Buckeye, 2019-2023

Where (KSI and Non-KSI)

The majority of crashes within the Buckeye study area from 2019 to 2023 occurred within the developed area of Buckeye. The developed area is where a majority of Buckeye residents live and travel to and from to access residential communities and commercial businesses. The heat map in **Figure 10** shows the location of crashes.

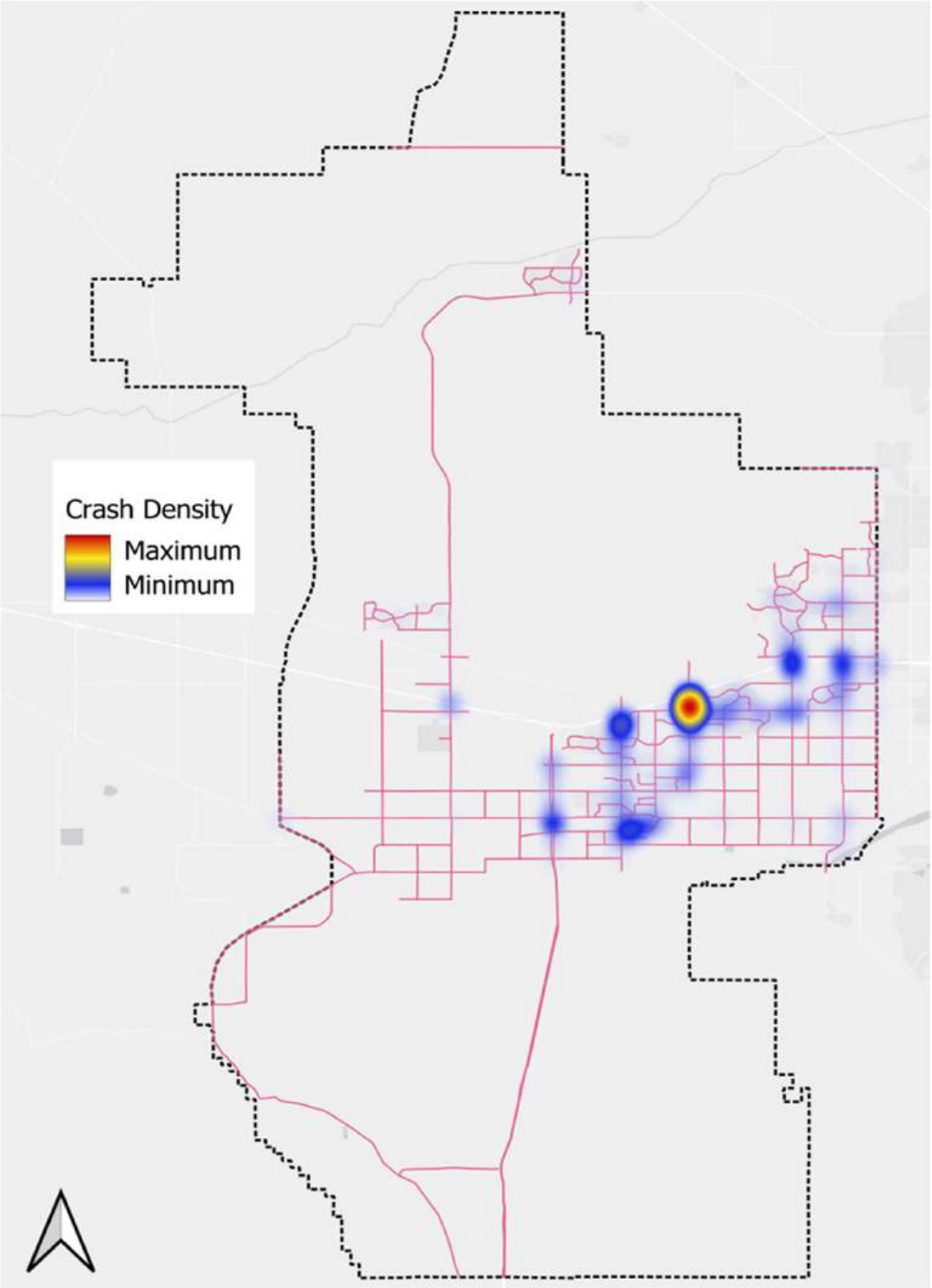

Figure 10: Heat Map of Crashes, Buckeye, 2019-2023

Top Roadways

Crashes were assigned to an intersection if they occurred within 150 feet of an intersection. A majority of the crashes in the study area happened at an intersection (3,221 crashes, 73% of total), while 1,206 crashes (27% of total) were not assigned to an intersection and were classified as non-intersection crashes. The roadway with the most non-intersection crashes was SR-85, which accounted for 151 crashes. Watson Road and Yuma Road followed next with 121 and 117 crashes, respectively. A list of the top 10 roadways, sorted by non-intersection crash frequency, is shown in **Figure 11**.

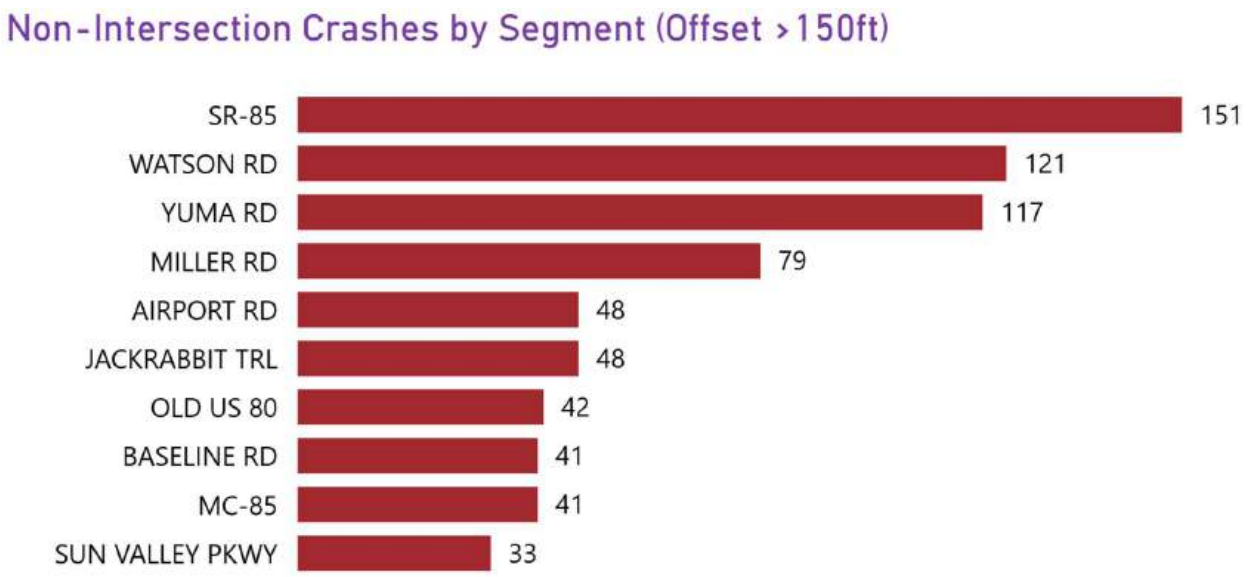

Figure 11: Non-Intersection Crashes by Roadway Segment, Buckeye, 2019-2023

Considering only KSI crashes, the roadway with the greatest KSI crash frequency was Old US Highway 80 with 12 crashes. SR-85 had the second highest KSI crash frequency with 8 crashes while Baseline Road ranked third with 7 crashes. Eight other roadways recorded at least 2 KSI crashes from 2019 to 2023. The list of roadways sorted by non-intersection KSI crashes is displayed in **Figure 12**.

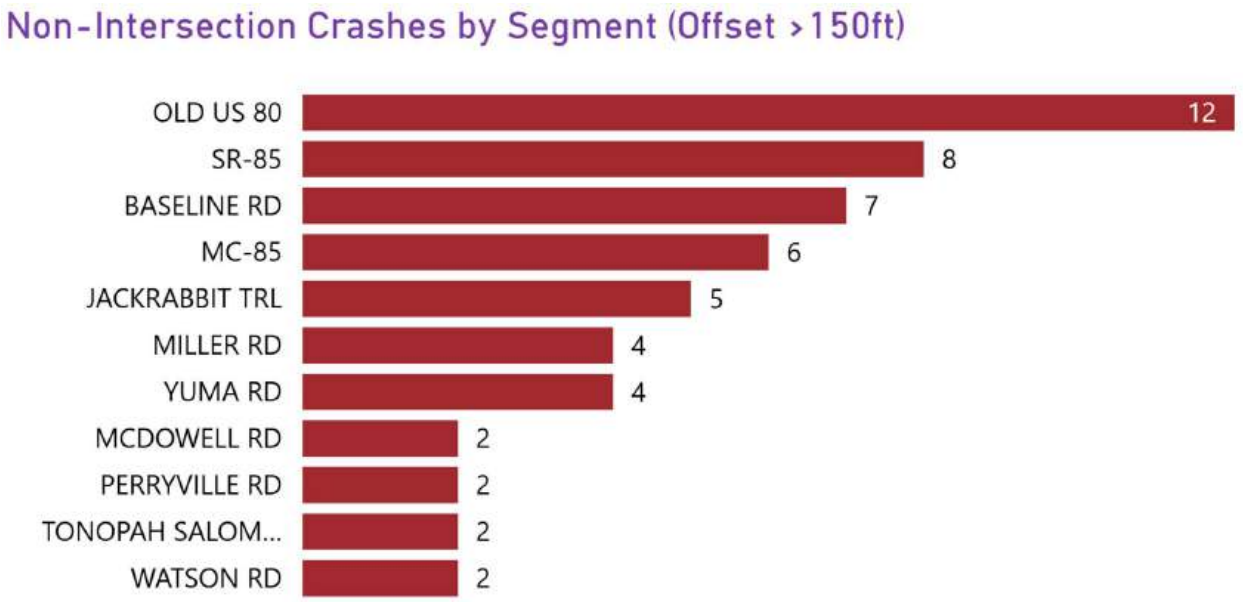

Figure 12: Non-Intersection KSI Crashes by Roadway Segment, Buckeye, 2019-2023

Top Intersections

The majority of crashes occurred at intersections within the City of Buckeye (3,221 crashes, 73% of total). Of those intersection crashes, 73% (2,436 crashes) happened at unsignalized intersections, while 27% (785 crashes) were reported at signalized intersections. The top intersection in terms of crash frequency was Watson Road and Yuma Road which recorded 125 crashes. The next ranked intersection was Sundance Avenue and Watson Road with 74 crashes, followed by Verrado Way and Yuma Road with 60 crashes. The list of intersections by crash frequency is shown in **Figure 13**. Note that some intersections that were unsignalized have recently become signalized, therefore some intersections have crashes noted as both signalized and unsignalized.

Figure 13: Crashes by Intersection, Buckeye, 2019-2023

KSI crashes were commonly reported at intersections with SR-85. The top intersection in regard to KSI crashes was Broadway Road and NB SR-85 with 5 crashes. Both the NB SR-85 intersections with Baseline Road and Southern Avenue each recorded 4 KSI crashes from 2019 to 2023 in Buckeye. Three other intersections experienced 3 KSI crashes, while 13 intersections recorded 2 KSI crashes. The top intersections listed by KSI crash frequency are shown in **Figure 14**.

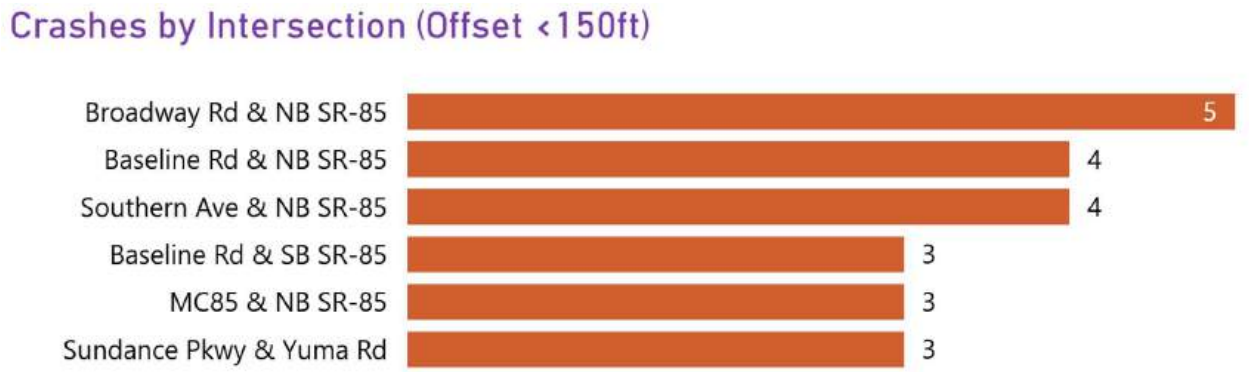

Figure 14: KSI Crashes by Intersection, Buckeye, 2019-2023

Who

Drivers ages 15 to 19 years old made up the largest group of drivers involved in crashes from 2019 to 2023, representing 18% of the crashes in Buckeye. The majority of crashes (56%) involved male drivers as the driver of Unit 1 (the driver considered at fault for the crash). Pedestrians and bicyclists (vulnerable road users) were involved in 65 crashes, where a collision between a vehicle and either a pedestrian or bicyclist occurred. Pedestrians and bicyclists aged 10 through 14 represented the largest group of vulnerable road users involved in these crashes, with nearly 25% of all pedestrian and bicyclist crashes involving someone aged 14 or younger. Male vulnerable road users were more than twice as likely to be involved in a crash compared to female vulnerable road users. The distribution of drivers and vulnerable road users by age and gender is shown in **Figure 15**.

The majority of drivers (Unit 1) involved in KSI crashes were male (73%). Consistent with trends reflecting all crashes, drivers aged 15 to 19 were involved in more KSI crashes than any other age group. The frequency of drivers involved in KSI crashes decreased as age increased, indicating that younger drivers were more likely to be involved in KSI crashes. From 2019 to 2023, 79% of pedestrians and bicyclists involved in KSI vulnerable road user crashes were male. Drivers and vulnerable road users by age and gender for KSI crashes are shown in **Figure 16**.

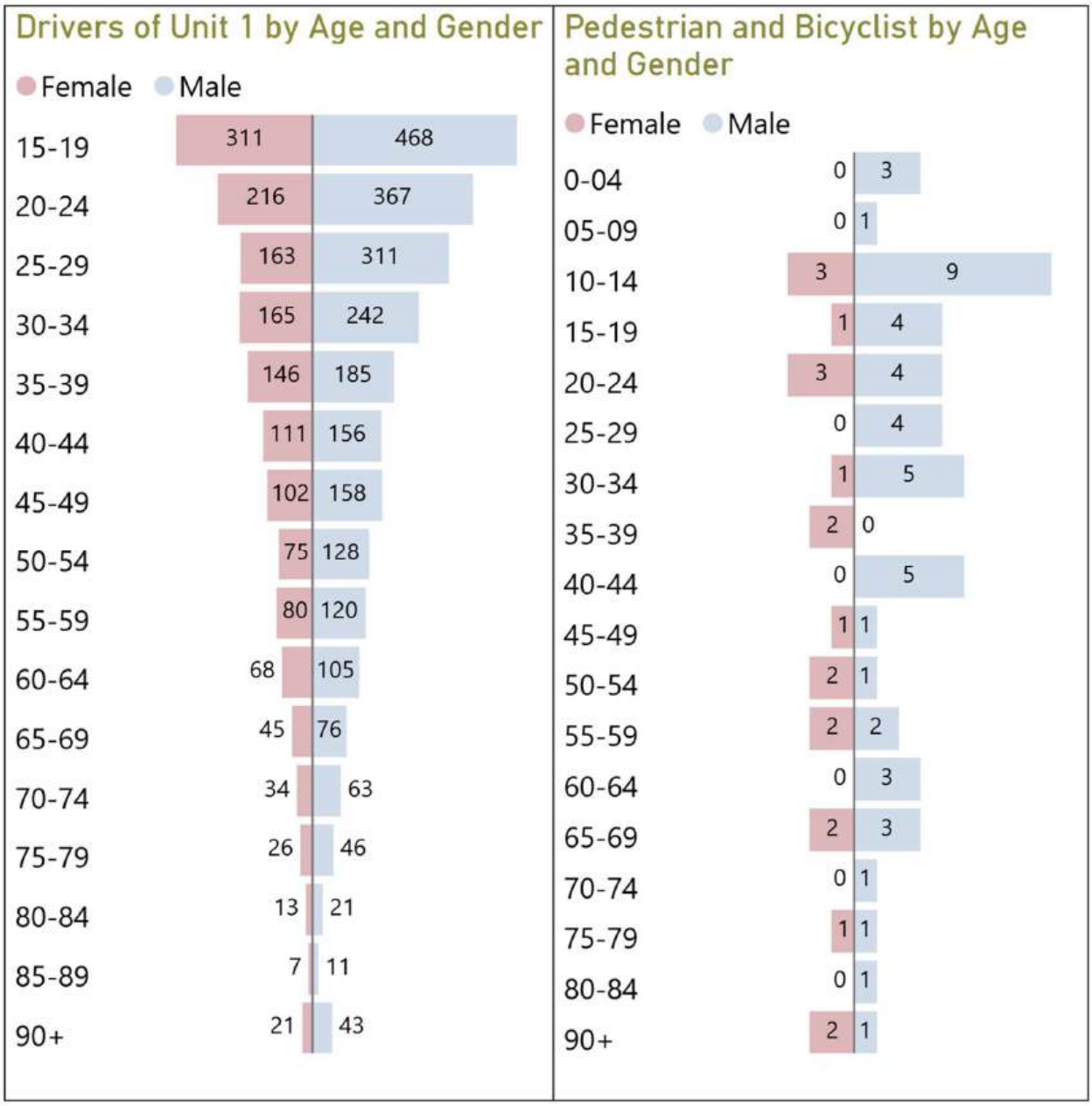

Figure 15: Drivers of Unit 1 and Pedestrians/Bicyclists Involved in Crashes, by Age and Gender, Buckeye, 2019-2023

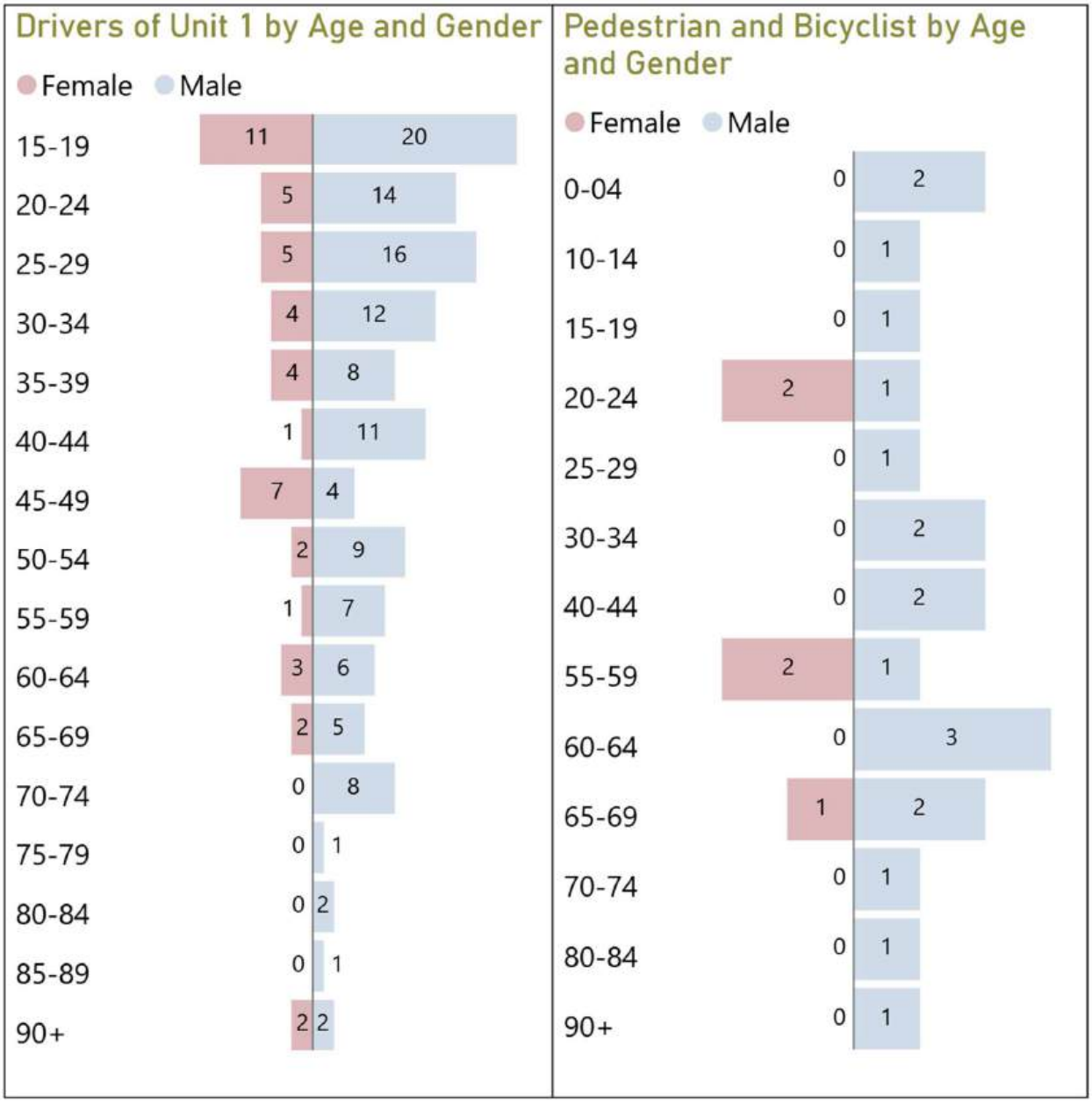

Figure 16: Drivers of Unit 1 and Pedestrians/Bicyclists Involved in KSI Crashes, by Age and Gender, Buckeye, 2019-2023

CRASH TRENDS BY CONTEXT

Summary

The 4,427 crashes within the City of Buckeye from 2019 to 2023 were classified based on the geographic context in which they occurred. Analyzing crash trends within specific contexts can uncover patterns that may be overlooked when data is averaged across the full study area. The three geographic contexts are shown in **Figure 1**, and include ADOT facilities, the developed areas of Buckeye, and the undeveloped areas of the study area. The three areas are mutually exclusive to each other. The number of crashes in each context is summarized in Table 1 and Figure 17 shows the percentage of total crashes, KSI crashes, and centerline miles by region.

Table 1: Crash Statistics by Region, Buckeye, 2019-2023

Region	Crash Category	2019	2020	2021	2022	2023	Total	%
ADOT	Total Crashes	99	103	180	213	192	787	100%
	KSI Crashes	2	6	8	14	10	40	5.1%
	Fatal Crashes	1	2	2	4	4	11	1.4%
	Pedestrian Crashes	0	0	0	0	1	1	0.1%
	Bicyclist Crashes	0	1	0	1	0	2	0.2%
	Motorcyclist Crashes	0	3	4	3	5	15	1.9%
Developed	Total Crashes	486	394	612	744	597	2,833	100%
	KSI Crashes	21	11	22	15	12	81	2.9%
	Fatal Crashes	2	3	6	4	2	17	0.6%
	Pedestrian Crashes	3	9	9	6	7	34	1.2%
	Bicyclist Crashes	6	1	5	6	2	20	0.7%
	Motorcyclist Crashes	13	10	13	18	7	61	2.2%
Undeveloped	Total Crashes	127	123	173	192	192	807	100%
	KSI Crashes	12	11	15	9	17	64	7.9%
	Fatal Crashes	4	3	4	2	9	22	2.7%
	Pedestrian Crashes	1	1	0	2	1	5	0.6%
	Bicyclist Crashes	1	1	0	1	0	3	0.4%
	Motorcyclist Crashes	5	9	5	8	5	32	4.0%

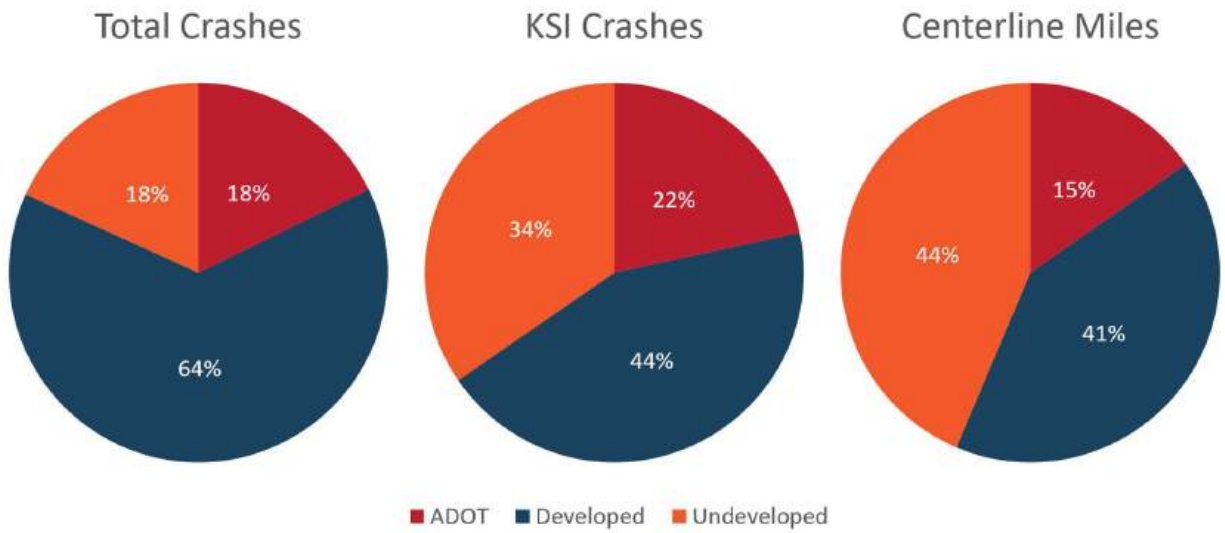

Figure 17: Percentage of Total Crashes (Left), KSI Crashes (Middle), and Centerline Miles (Right) by Region, Buckeye, 2019-2023

The majority of crashes occurred in the developed area of Buckeye (2,833 crashes, 64% of total). In the undeveloped area, KSI crashes were approximately 8 percent of all crashes as opposed to approximately 3% in the developed area. Crashes involving pedestrians and bicyclists were most common in the developed area (54 crashes, 83% of vulnerable road user crashes), likely due to higher prevalence of these road users in the developed area. Collisions involving motorcyclists occurred at the highest rate in the undeveloped area, which account for 4% of all crashes within the undeveloped area. The undeveloped area of Buckeye accounts for the most centerline miles within the study area (44% of total), but only represents 18% of all crashes. The developed area represents 41% of all centerline miles and accounts for a majority of the total crashes (64%).

ADOT

The ADOT right-of-way in Buckeye includes the SR-85 mainline and the traffic interchanges along SR-85 and I-10, excluding the I-10 mainline. Between 2019 and 2023, 787 crashes occurred within this area.

Top Crash Types (Total and KSI)

The most common crash type in the ADOT right-of-way was rear end collisions (32%, 251 crashes) followed by angle crashes (26%, 206 crashes). 40 KSI crashes occurred in the ADOT right-of-way. The most frequent KSI crash type was angle (53%, 21 crashes). Angle collisions were also the most fatal crash type, comprising 7 of the 13 incidents. The crash type of collisions within the ADOT right-of-way of Buckeye is displayed in **Table 2**.

Table 2: Crashes by Year and Crash Type, ADOT right-of-way, Buckeye, 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	%
Total Crashes	99	103	180	213	192	787	100%
Angle	20	27	38	70	51	206	26.2%
Left Turn	9	13	23	17	12	74	9.4%
Rear End	42	36	63	60	50	251	31.9%
Single Vehicle	16	13	26	24	43	122	15.5%
Pedestrian	0	0	0	0	1	1	0.1%
Bicyclist	0	1	0	1	0	2	0.2%
Other	12	13	30	41	35	131	16.7%
KSI Crashes	2	6	8	14	10	40	100%
Angle	1	2	2	11	5	21	52.5%
Left Turn	1	0	3	0	0	4	10%
Rear End	0	2	0	0	0	2	5%
Single Vehicle	0	1	1	1	2	5	12.5%
Pedestrian	0	0	0	0	1	1	2.5%
Bicyclist	0	1	0	0	0	1	2.5%
Other	0	0	2	2	2	6	15%

Contributing Factors for Top KSI Crash Types

Angle crashes made up more than half of all KSI crashes in the ADOT right-of-way from 2019 to 2023 (21 crashes). All of these crashes occurred on SR-85 with none happening at the I-10 traffic interchanges. All of these crashes occurred at at-grade traffic interchanges along SR-85 in Buckeye. Each interchange consists of two at-grade intersections: one on the eastern side and one on the western side of the highway. SR-85 itself runs in a north-south direction. The majority, 69% (13 crashes) of the angle KSI crashes happened at the eastern intersection.

Neither speeding nor impairment were heavily involved in these crashes with two crashes attributed to each of these factors. 6 of the 21 angle KSI crashes involved an unrestrained driver. The most common violation of angle KSI crashes was running a stop sign (10 crashes) followed by failing to yield the right-of-way (6 crashes). Every angle KSI crash involved a violating vehicle traveling in either the eastbound or westbound direction. Specifically, vehicles traveling east and colliding with a northbound or southbound vehicle were most prevalent with 8 and 5 crashes, respectively. Most of the violating vehicles were going straight ahead through the SR-85 intersection (17 crashes).

The land surrounding the SR-85 interchanges within Buckeye is mostly flat with no sight-distance obstructions. Therefore, the high number of angle KSI crashes is likely due to vehicles disregarding the minor street stop signs and failing to yield the right-of-way to the SR-85 mainline when traveling through the interchanges.

Driver Behavior

Of the 787 crashes within the ADOT right-of-way, 251 (32%) involved speeding. 8 of those speeding-related crashes resulted in a serious injury or fatality. From 2019 to 2023, impairment was a factor in 59 crashes (7% of the total), with 8 of the impairment-related crashes resulting in a serious injury or fatality. In the ADOT right-of-way, 28% of crashes involved a young driver (age 24 and younger), including 10 crashes that resulted in a fatality or serious injury. Unrestrained drivers were involved in 28 crashes (4% of total) with 12 resulting in serious injury or fatality. Driver behavior statistics are displayed in **Table 3**.

Table 3: Driver Behavior Statistics, ADOT right-of-way, Buckeye, 2019-2023

Region	Driver Behavior	KSI	KSI %	Total	Total %
ADOT	Speeding	8	20%	251	32%
	Impairment	8	20%	59	7%
	Young Driver	10	25%	220	28%
	Unrestrained Driver	12	30%	28	4%

Locations

The majority of crashes in the ADOT right-of-way occurred at intersections along SR-85 and I-10. A total of 561 crashes (71%) were reported within 150 feet of an ADOT intersection. The remaining 226 crashes (29% of total) did not occur within 150 feet of an intersection and were classified as non-intersection crashes.

Intersection signalization in Buckeye is evolving rapidly in response to ongoing development. To determine whether crashes occurred at signalized or unsignalized intersections, the signalization status recorded in the crash report form was used.

Considering only intersection crashes, 68% (383 crashes) were reported at unsignalized intersections while 32% (178 crashes) happened at signalized intersections. The high number of crashes at unsignalized intersections is likely due to the fact that most of the traffic interchanges and intersections along the ADOT mainlines are unsignalized and controlled by STOP signs.

In the ADOT right-of-way, the greatest number of crashes were reported at Watson Road and EB I-10 with 53 incidents. The intersections with the next highest totals were Broadway Road/NB SR-

85 and Palo Verde Road/WB I-10 with 42 and 41 crashes, respectively. Most intersection crashes occurred at I-10 intersections (334 crashes, 60% of intersection crashes) while 227 occurred at SR-85 intersections (40% of intersection crashes). A list of the top 10 intersections by crash frequency within the ADOT right-of-way is displayed in **Figure 18**.

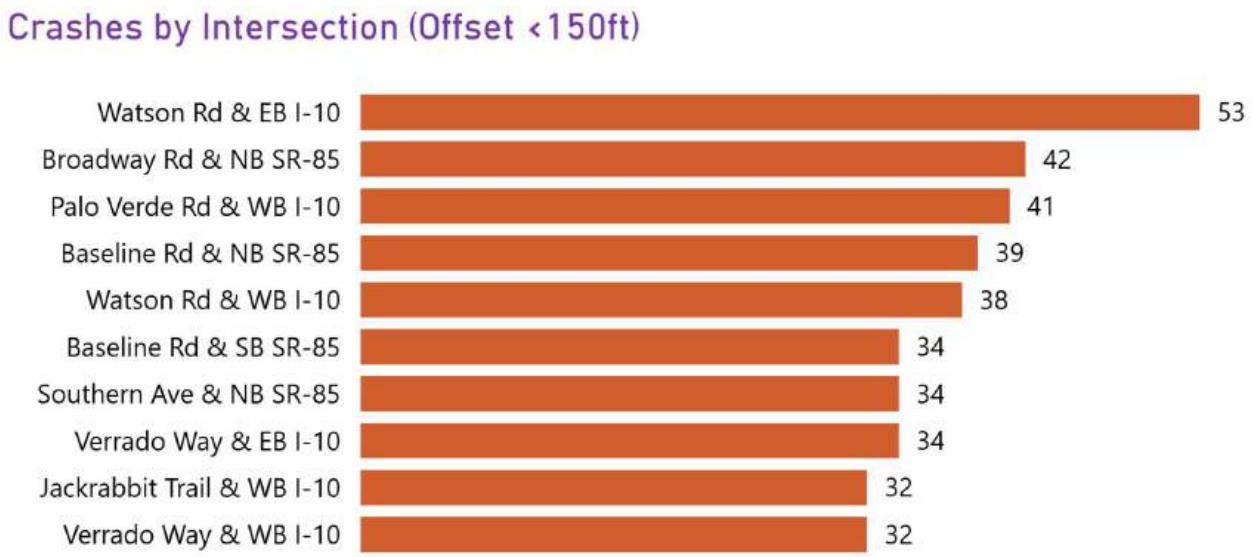

Figure 18: Crashes by Intersection, ADOT right-of-way, Buckeye, 2019-2023

Most of the KSI crashes in the ADOT right-of-way of Buckeye occurred at unsignalized intersections (27 crashes, 68% of KSI crashes). 4 crashes (10% of KSI crashes) happened at signalized intersections while the remaining 9 crashes (22% of KSI crashes) were reported as non-intersection. 13 fatal crashes were reported in the ADOT right-of-way and most of them occurred at unsignalized intersections (9 crashes, 69% of fatal crashes). The intersection of Broadway Road and NB SR-85 had the most KSI crashes with 5 crashes, 3 of which resulted in fatality. 85% of KSI crashes (34 crashes) occurred at SR-85 intersections.

Developed Area

The developed area of Buckeye refers to portions of the study area that have been 'built out', which typically includes curb, gutter, sidewalks, driveways, higher density land uses, and other supporting infrastructure. From 2019 to 2023, a total of 2,833 crashes occurred within the developed area.

Top Crash Types (Total and KSI)

Rear-end crashes (795 crashes) were the most frequent crash type in the developed area, followed by angle and 'other' with 581 crashes each. There were 54 collisions involving vulnerable road users, of which 9 resulted in serious injuries and 7 were fatal.

For KSI crashes, single vehicle (19 crashes) was the top crash type followed by 'other' (14 crashes), left turn (13 crashes), angle (12 crashes), and pedestrian (11 crashes). Pedestrian crashes were the most common among fatal crashes with 6 resulting in a fatality. The crash type of collisions within the developed area of Buckeye is displayed in **Table 4**.

Table 4: Crashes by Year and Crash Type, Developed Area, Buckeye, 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	%
Total Crashes	486	394	612	744	597	2,833	100%
Angle	89	80	115	152	145	581	20.5%
Left Turn	64	52	104	110	85	415	14.6%
Rear End	148	110	173	203	161	795	28.1%
Single Vehicle	64	69	82	113	79	407	14.4%
Pedestrian	3	9	9	6	7	34	1.2%
Bicyclist	6	1	5	6	2	20	0.7%
Other	112	73	124	154	118	581	20.5%
KSI Crashes	21	11	22	15	12	81	100%
Angle	4	2	1	4	1	12	14.8%
Left Turn	3	1	2	3	4	13	16%
Rear End	3	1	3	0	0	7	8.6%
Single Vehicle	4	3	5	4	3	19	23.5%
Pedestrian	2	3	4	0	2	11	13.6%
Bicyclist	2	0	1	2	0	5	6.2%
Other	3	1	6	2	2	14	17.3%

Contributing Factors for Top KSI Crash Types

Single-vehicle crashes were the most common crash type among KSI crashes in the developed area, with a total of 19 incidents. Most of the single-vehicle crashes involved a collision with a fixed object (15 crashes). Curbs were the most frequently struck fixed object, involved in 7 crashes, followed by unspecified 'other fixed objects,' which accounted for 5 crashes. Speeding was a factor in over half of the 19 single-vehicle KSI crashes (10 crashes). Among those 10 speeding-related crashes, 5 also involved driver impairment, and 7 involved an unrestrained

driver. Overall, 8 of the 19 single-vehicle KSI crashes involved impairment, and 9 involved an unrestrained driver.

There were 20 KSI motorcyclist crashes reported in the developed area of Buckeye from 2019 to 2023. In 12 of these crashes, the motorcyclist was determined to be at fault. Half of the crashes where the motorcyclist was at fault involved speeding (6 crashes) and 3 involved failure to keep in the proper lane. Overall, 35% of collisions with motorcyclists involved speeding and 25% involved a motorcyclist not using the appropriate safety device.

16 KSI crashes involved a collision with a vulnerable road user (pedestrian or bicyclist). 7 of the crashes resulted in fatalities — six involving pedestrians and one involving a bicyclist. Unfortunately, the violation and driver action of these crashes are not specified or unknown. Many of the details of vulnerable road user collisions are not known.

Driver Behavior

810 of the 2,833 crashes in the developed area involved speeding (29% of total). 27 of the crashes that involved speeding resulted in a serious injury or fatality. Impairment was a factor in 225 crashes (8% of total), with 18 of the impairment-related crashes resulting in a serious injury or fatality. 31% of crashes involved a young driver (age 24 and younger), in which 23 crashes were KSI crashes. 82 (3% of total) crashes involved an unrestrained driver, where 16 resulted in serious injury or fatality. Driver behavior statistics are displayed in **Table 5**.

Table 5: Driver Behavior Statistics, Developed Area, Buckeye, 2019-2023

Region	Driver Behavior	KSI	KSI %	Total	Total %
Developed	Speeding	27	**33%**	810	**29%**
	Impairment	18	**22%**	225	**8%**
	Young Driver	23	**28%**	891	**31%**
	Unrestrained Driver	16	**20%**	82	**3%**

Locations

2,170 crashes (77% of total) in the developed Buckeye area were reported within 150 feet of an intersection. 663 crashes (23% of total) happened outside of this 150-foot buffer and were classified as non-intersection crashes.

Crashes within the developed area of Buckeye primarily occurred at unsignalized intersections (1,627 crashes, 57% of total). 19% of developed area crashes happened at signalized intersections (543 crashes). Considering only intersection crashes, 75% were reported at unsignalized intersections while the other 25% occurred at signalized intersections.

Watson Road and Yuma Road was the intersection with the greatest frequency of crashes in the developed area of Buckeye with 125 crashes. Sundance Avenue/Watson Road and Verrado Way/Yuma Road were the intersections with the next greatest crash frequencies with 74 and 60 crashes, respectively. A list of the top 10 intersections by crash frequency within the developed area of Buckeye is displayed in **Figure 19**.

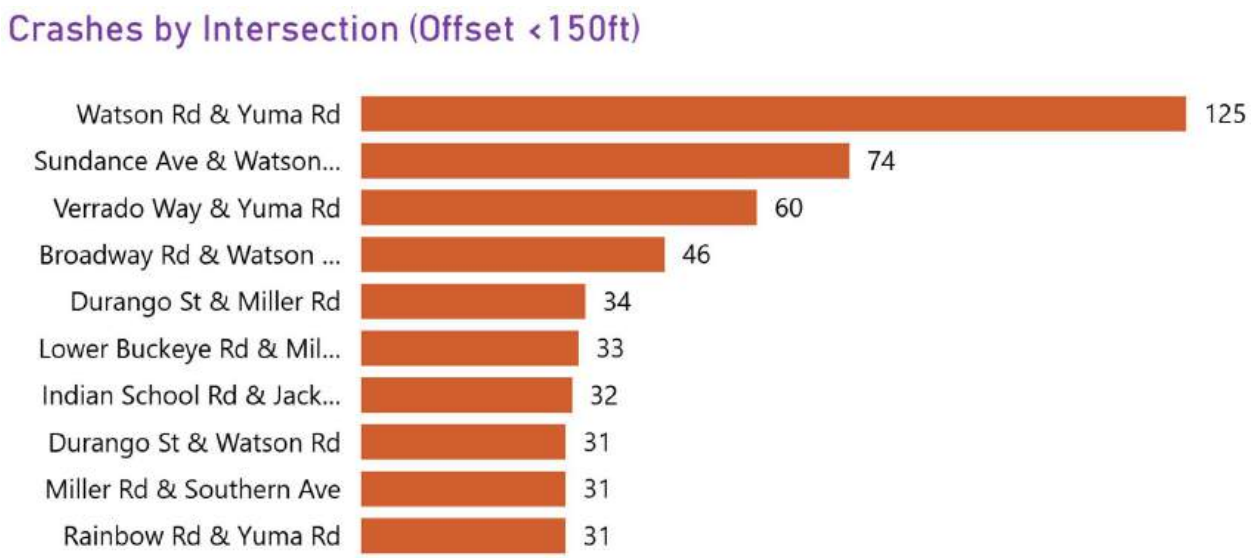

Figure 19: Crashes by Intersection, Developed Area, Buckeye, 2019-2023

KSI crashes at unsignalized intersections in the developed area accounted for 47% (38 crashes) of all KSI crashes in this context. 16 KSI crashes (20% of KSI crashes) were reported at signalized intersections, and 22 KSI crashes (27% of KSI crashes) were non-intersection crashes. There were 17 fatal crashes that happened within the developed area of Buckeye, and most were reported at unsignalized intersections (10 crashes, 59% of fatal crashes). 2 fatal crashes occurred at signalized intersections (12% of fatal crashes) and 5 fatal crashes were non-intersection (29% of fatal crashes). Sundance Parkway and Yuma Road experienced the highest number of KSI crashes with 3 crashes while six other intersections recorded 2 KSI crashes.

There were 663 crashes within the developed area of Buckeye that were classified as non-intersection crashes. Watson Road and Yuma Road were the two roadway segments with the greatest number of non-intersection crashes with 104 and 102, respectively. Miller Road was the third highest-ranked roadway segment with 63 crashes, while nine other roadway segments recorded at least 10 crashes. Miller Road also had the greatest number of KSI crashes with 4, followed by Yuma Road with 3 crashes. A list of the top roadway segments by crash frequency within the developed area of Buckeye is displayed in **Figure 20**.

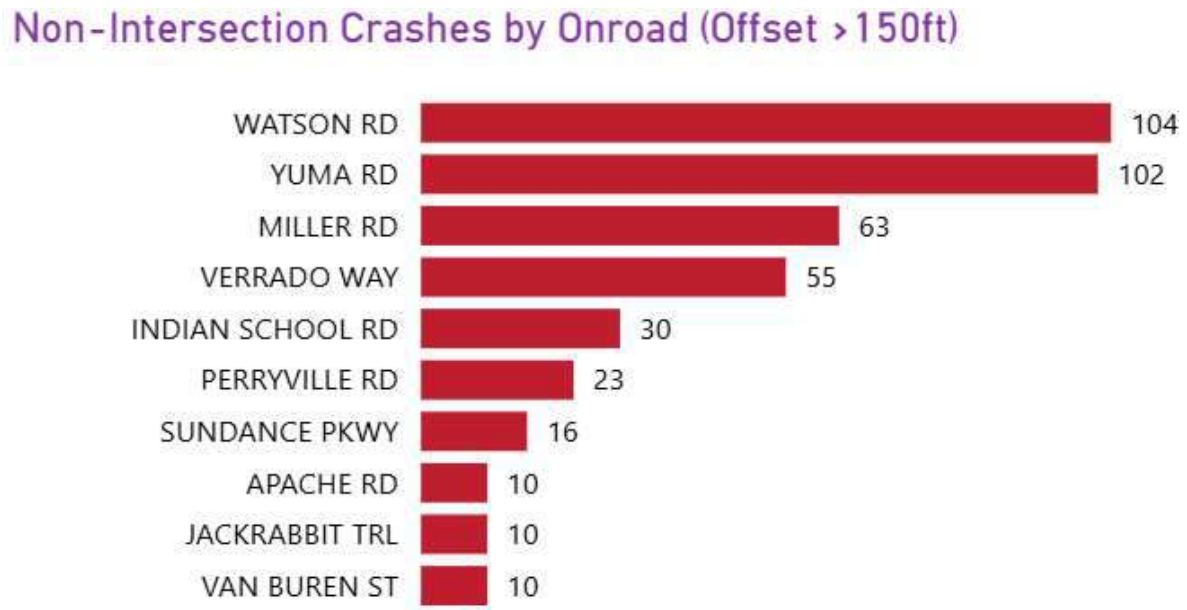

Figure 20: Non-Intersection Crashes by Roadway Segment, Developed Area, Buckeye, 2019-2023

Undeveloped Area

The undeveloped area refers to the undeveloped parts of the study area that consists primarily of farmland, agriculture, low density residential, or open land. This area typically includes sparse development with fewer homes and businesses. Roads may be narrower and facilities such as sidewalks, bike lanes, streetlights, and supporting infrastructure are limited or absent. From 2019 to 2023, a total of 807 crashes occurred within the undeveloped area.

Top Crash Types (Total and KSI)

In the undeveloped area of Buckeye, the most common crash type was single vehicle (40%, 320 crashes). The next most frequent crash types were rear end (19%, 153 crashes) and angle (17%, 138 crashes). There were few collisions involving vulnerable road users (pedestrians and bicyclists) with only 8 such crashes occurring. 6 of 8 vulnerable road user crashes resulted in either serious injury or fatality.

Single vehicle (31%, 20 crashes), 'other' (27%, 17 crashes), and angle (19%, 12 crashes) were the most common crash types for KSI crashes. 'Other' crashes accounted for half of all fatal crashes (11 crashes) in the undeveloped area of Buckeye. The crash type of collisions within the undeveloped area of Buckeye is displayed in **Table 6.**

Table 6: Crashes by Year and Crash Type, Undeveloped Area, Buckeye, 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	%
Total Crashes	127	123	173	192	192	807	100%
Angle	22	21	26	28	41	138	17.1%
Left Turn	14	6	14	17	23	74	9.2%
Rear End	24	21	37	39	32	153	19%
Single Vehicle	53	54	72	72	69	320	39.7%
Pedestrian	1	1	0	2	1	5	0.6%
Bicyclist	1	1	0	1	0	3	0.4%
Other	12	19	24	33	26	114	14.1%
KSI Crashes	12	11	15	9	17	64	100%
Angle	3	2	3	1	3	12	18.8%
Left Turn	1	2	1	0	1	5	7.8%
Rear End	1	0	1	1	1	4	6.3%
Single Vehicle	4	1	5	4	6	20	31.3%
Pedestrian	1	0	0	1	1	3	1.6%
Bicyclist	1	1	0	1	0	3	1.6%
Other	1	5	5	1	5	17	26.6%

Contributing Factors for Top KSI Crash Types

Single-vehicle crashes were most common among KSI crashes in the undeveloped area of Buckeye, accounting for nearly a third of all KSI crashes (20 crashes, 31% of total). 6 of the 20 crashes resulted in fatality, and nearly all of those fatalities (5 of 6) involved speeding. Half of the single-vehicle KSI crashes involved a collision with a fixed object (10 crashes), and 9 involved overturning or rollover. 35% of single-vehicle crashes involved impairment which included 5 of the 6 fatalities. Young drivers were involved in 40% of single-vehicle KSI crashes and were present for 3 of the fatal crashes. Unrestrained drivers were involved in 30% of the crashes as well. Most single-vehicle KSI crashes occurred at the end of the week and on the weekend on Friday, Saturday, and Sunday (13 crashes). 5 of the 6 fatal crashes occurred on these days.

'Other' collisions accounted for approximately 27% (17 crashes) of KSI crashes in the undeveloped area of Buckeye. 11 of the 17 'other' KSI crashes resulted in fatality. 5 of the crashes were the result of head-on vehicle collisions. Due to the nature of these crashes, all 5 resulted in fatality. Over half of the 'other' KSI crashes involved an unrestrained driver (9 crashes, 53% of total). 41% of the crashes involved impairment and 35% involved speeding. 10 of the 17 'other' KSI crashes featured vehicles traveling in the eastbound or westbound directions.

Driver Behavior

In the undeveloped area of Buckeye, 219 of the 807 crashes involved speeding (27% of total). Speeding was involved in 22 KSI crashes. Impairment was involved in 83 crashes (10% of total), with 18 of the impairment-related crashes resulting in serious injury or fatality. Young drivers (age 24 and younger) were featured in 236 crashes (29% of total) in the undeveloped area of Buckeye. KSI crashes involving young drivers accounted for 17 crashes. Forty-six (6% of total) crashes involved an unrestrained driver with 16 resulting serious injury or fatality. Driver behavior statistics are displayed in **Table 7**.

Table 7: Driver Behavior Statistics, Undeveloped Area, Buckeye, 2019-2023

Region	Driver Behavior	KSI	KSI %	Total	Total %
Undeveloped	Speeding	22	34%	219	27%
	Impairment	18	28%	83	10%
	Young Driver	17	27%	236	29%
	Unrestrained Driver	16	25%	46	6%

Locations

Over half of the crashes (490 crashes, 61% of total) in the undeveloped area of Buckeye happened within 150 feet of an intersection. 317 crashes (39% of total) did not occur at an intersection and were classified as non-intersection crashes.

Crashes in the undeveloped area of the City of Buckeye occurred primarily at unsignalized intersections (426 crashes, 53% of total). 64 crashes (8% of total) were reported at signalized intersections within the undeveloped Buckeye area. Considering only intersection crashes, unsignalized intersections accounted for 87% of crashes while signalized intersections accounted for the remaining 13%.

The highest number of crashes happened at the intersection of Jackrabbit Trail and Yuma Road (34 crashes) within the undeveloped area of Buckeye. MC 85 and Jackrabbit Trail also experienced 32 crashes. Beloat Road and Jackrabbit Trail experienced the third highest crash frequency with 27 crashes. A list of the top 10 intersections by crash frequency within the undeveloped area of Buckeye is displayed in **Figure 21**.

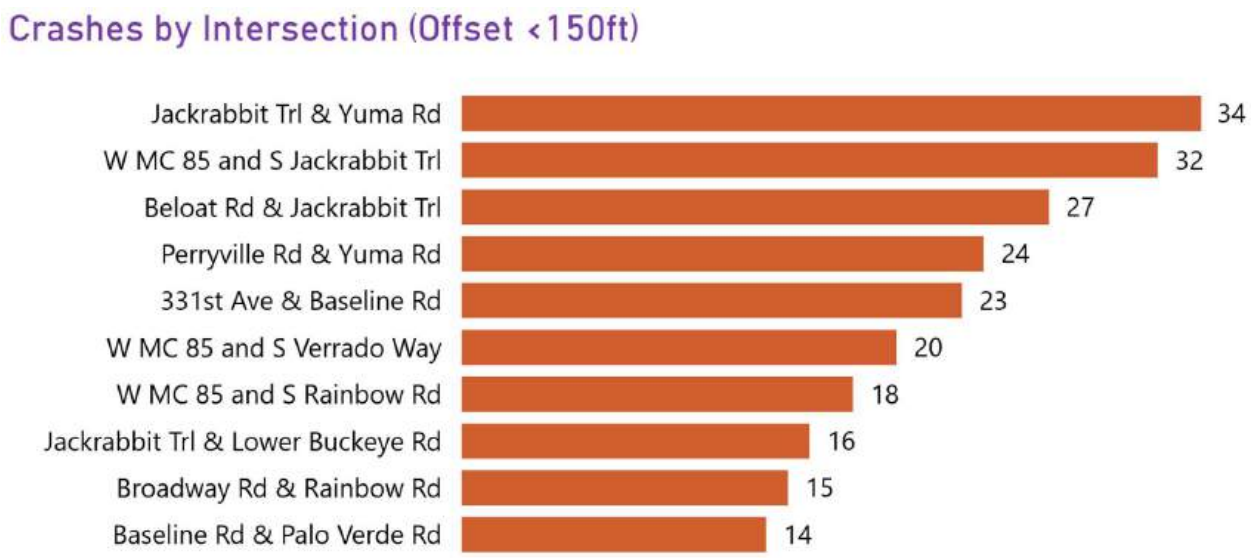

Figure 21: Crashes by Intersection, Undeveloped Area, Buckeye, 2019-2023

Most of the KSI crashes within the undeveloped area were non-intersection crashes (38 crashes, 59% of KSI crashes). 23 KSI crashes (36% of KSI crashes) occurred at unsignalized intersections and 3 (5% of KSI crashes) were reported at signalized intersections. 22 fatal crashes occurred in the undeveloped area of Buckeye, and most of them were non-intersection crashes (19 crashes, 86% of fatal crashes). The remaining 3 fatal crashes happened at unsignalized intersections (14% of fatal crashes). The following intersections recorded 2 KSI crashes each: Perryville Road/Yuma Road, MC 85/Jackrabbit Trail, MC 85/Verrado Way. 18 other intersections each experienced one KSI crash.

The undeveloped area of Buckeye experienced 317 non-intersection crashes during the five-year period. Old US Highway 80 was the roadway segment with the highest number of non-intersection crashes with 42. The next highest were Baseline Road, MC-85, and Jackrabbit Trail with 33, 32, and 29 crashes, respectively. Old US Highway 80 also had the most KSI crashes of any roadway segment with 12 KSI crashes. The top roadway segments by crash frequency in the undeveloped area of Buckeye are displayed in **Figure 22**.

Figure 22: Non-Intersection Crashes by Roadway Segment, Undeveloped Area, Buckeye, 2019-2023

CONTEXTUAL COMPARISON

The developed area of Buckeye featured the greatest number of crashes from 2019 to 2023 with 2,833 crashes. The undeveloped area of the city was next highest with 807 crashes, while the ADOT right-of-way within Buckeye included 787 crashes.

The developed area of Buckeye accounted for more than two-thirds (68%) of all crashes that resulted in no injury within the City of Buckeye from 2019 to 2023. As severity increases, the share of crashes in the developed area decreases. For fatal crashes, the undeveloped area of Buckeye accounts for over 42% of all fatal crashes within the City from 2019 to 2023. The ADOT right-of-way accounted for 25% of all fatal crashes while the developed area featured nearly 33%. The share of crashes by injury severity and geographic region can be seen in **Figure 23**.

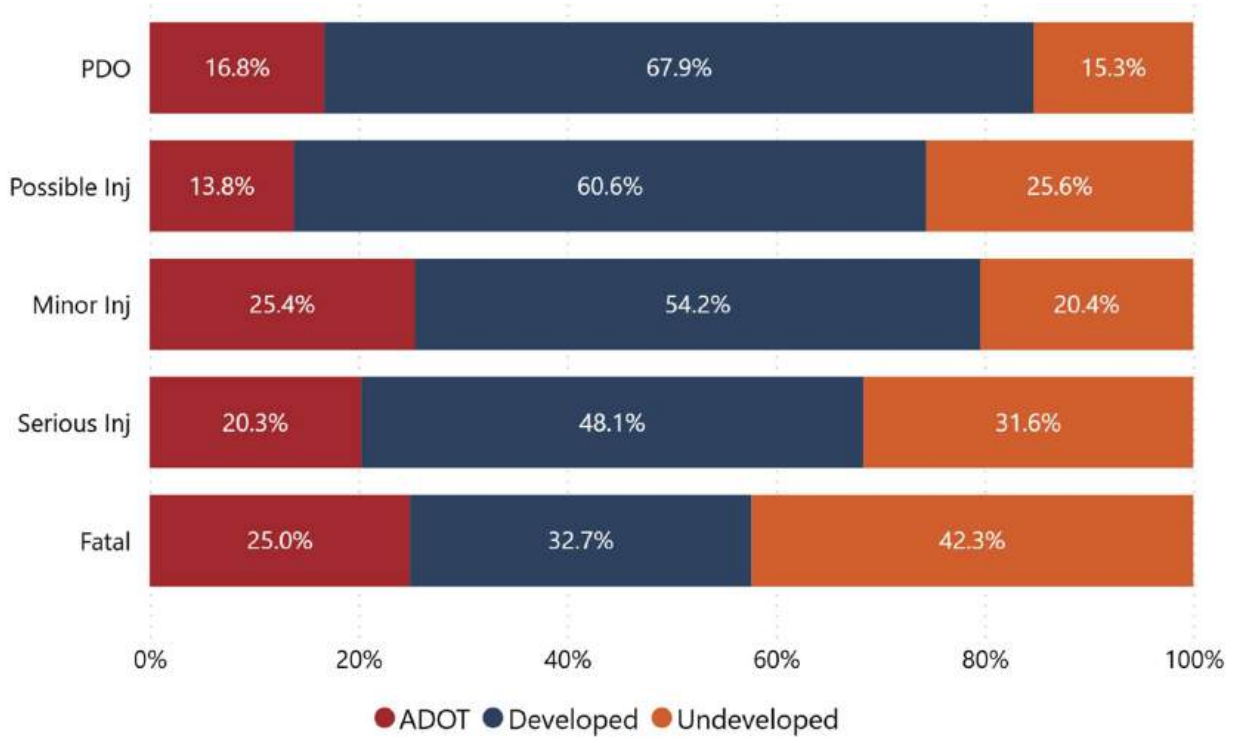

Figure 23: Share of Crashes by Injury Severity and Context, Buckeye, 2019-2023

Figure 24 demonstrates the contextual trends for each crash type. As the developed area accounts for 64% of all crashes in the study area, any crash type in the developed area with greater than 64% is considered overrepresented – meaning it happens more frequently there than would be expected based on overall crash distribution. This includes rear end crashes, 'other' crashes, left turn crashes and pedestrian and bicycle crashes. Similarly, single vehicle crashes are overrepresented in the undeveloped area. 38% of single vehicle crashes occurred in the undeveloped area, over twice the rate of all crashes that occurred in this context. Angle crashes and rear end crashes are overrepresented on ADOT facilities, with 22% and 21% of these crash types respectively occurring in this context, up from 17% of all crashes.

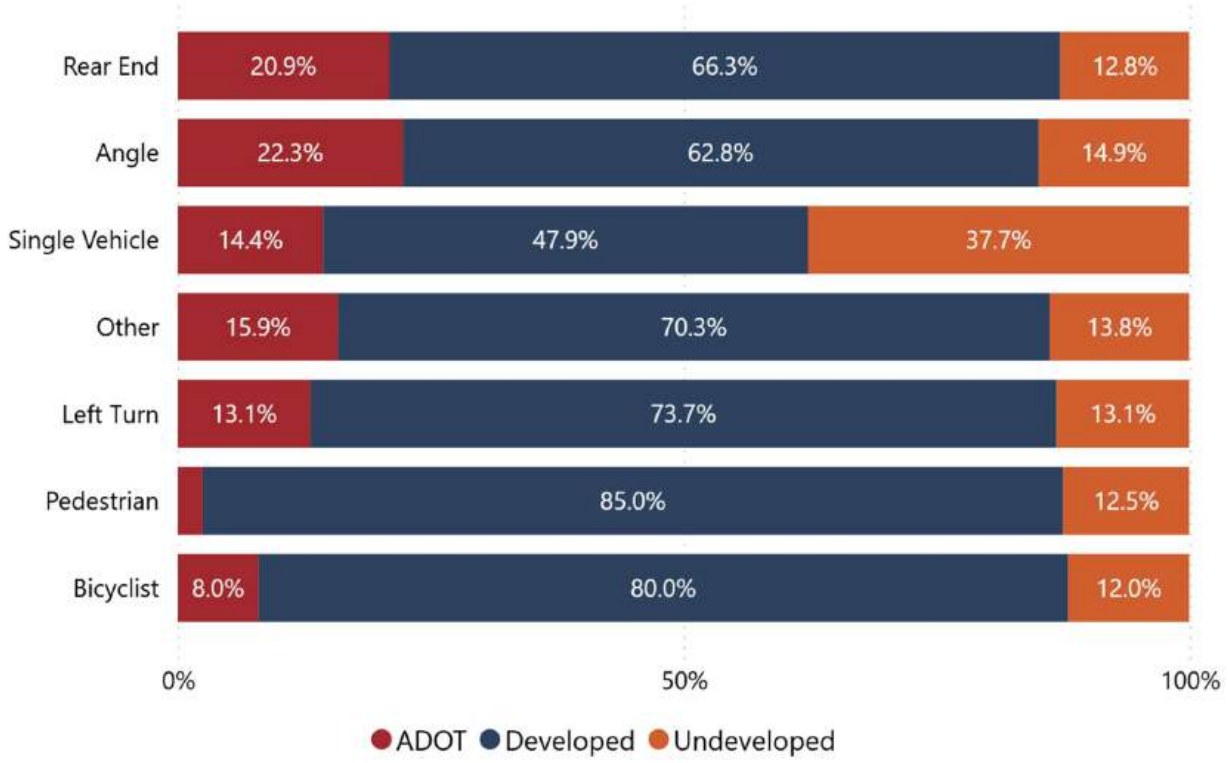

Figure 24: Share of Crashes by Crash Type and Context, Buckeye, 2019-2023

NATIONAL AND REGIONAL ROAD SAFETY CONTEXT

Statewide data was obtained from the ADOT crash database. National crash data was obtained from the National Highway Traffic Safety Administration's annual crash reports which contain crash data from 1988 to 2023[1]. The total amount of crashes for each analysis year was compared between Buckeye, Arizona statewide, and national data. The growth rate between successive years was calculated as shown in **Figure 25**.

The growth rate between all sets of data generally follow similar trends. The growth rate increased in 2019 and then decreased until a local minimum was reached in 2020 during the COVID-19 pandemic. Afterward, there was a large increase, especially pronounced in Buckeye, before decreasing in the most recent years.

[1] National Highway Traffic Safety Administration – Traffic Safety Facts Annual Report Tables

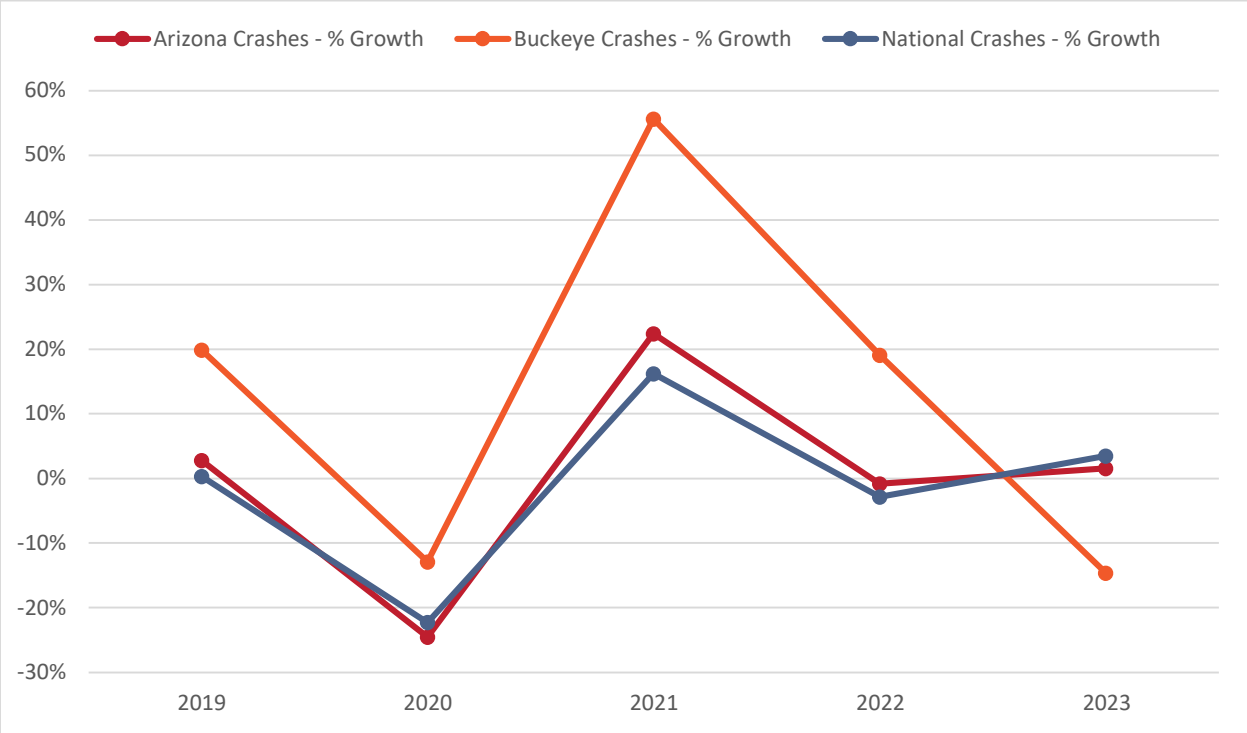

Figure 25: Growth Rate of Buckeye, Statewide, and National Crashes, 2019-2023

The severity of crashes for all three sets of data is displayed in **Figure 26**. The city and state data classifies injury severity into five categories, while the national data separates it into three categories: no injury, injury, and fatal. The percent of crashes resulting in a fatality is higher for Buckeye with a value of 1.2% compared to the state and nation at 0.9% and 0.6%, respectively. This means that 1.2% of all crashes that occurred in Buckeye resulted in a fatality. The percent of crashes resulting in a fatality or serious injury in Buckeye is higher than the statewide percent at a value of 4.2% compared to 3.4%. The national percentage of crashes resulting in an injury is 28.5% while the percentage in Buckeye is a combined 30.7%.

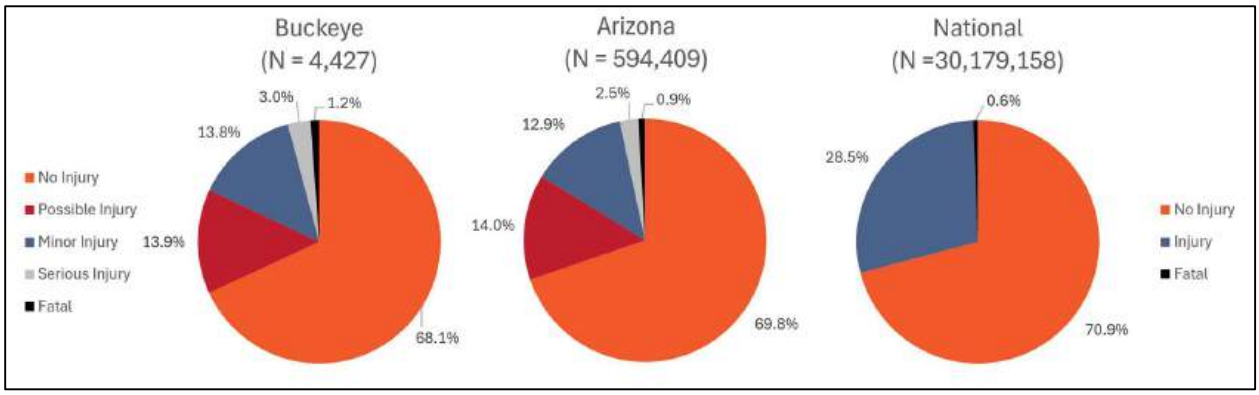

Figure 26: Crash Severity Comparison of Buckeye, State of Arizona, and National Crashes, 2019-2023

The percent of crashes resulting in a fatality of Buckeye, statewide, and national crashes are shown in **Figure 27**. Buckeye consistently had a higher percentage than statewide and national data.

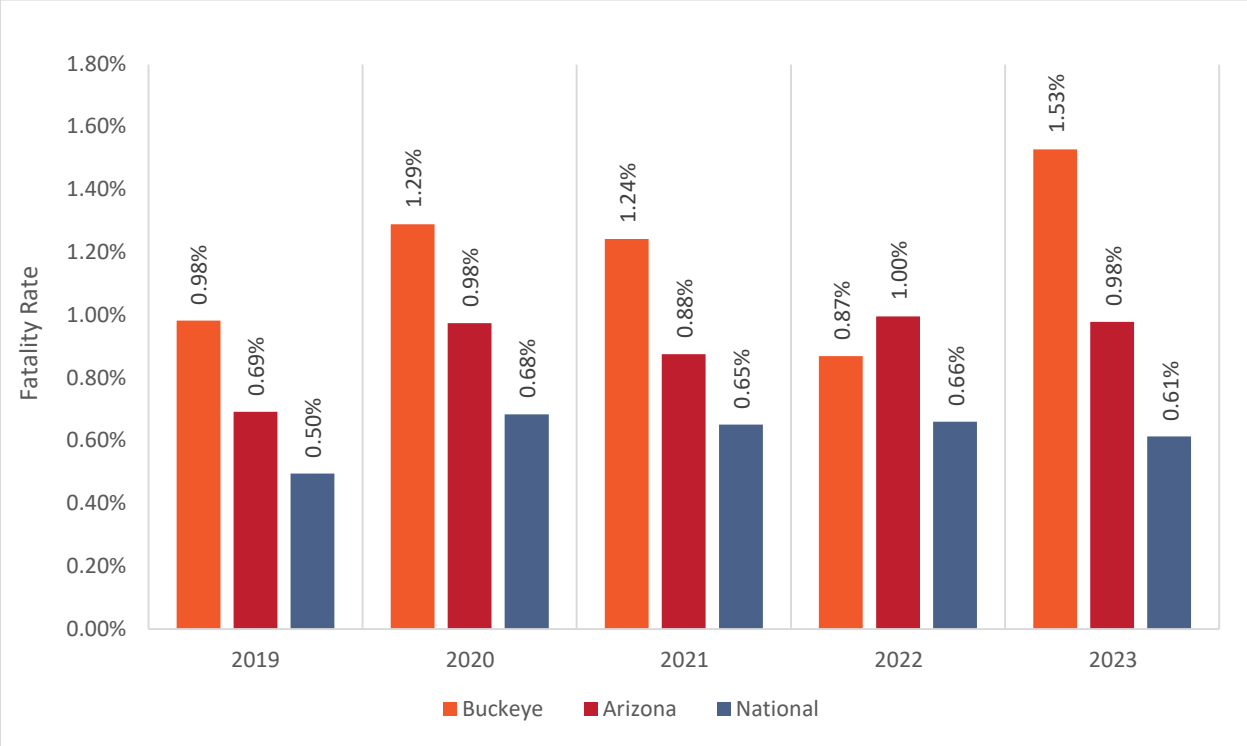

Figure 27: Percent of crashes Resulting in a Fatality in Buckeye, State of Arizona, and National Crashes by Year, 2019-2023

From 2021 to 2022, the number of fatalities in Arizona increased from 1,063 to 1,200, a percent change of 12.9%. Fatalities in Buckeye decreased from 12 to 10 from 2021 to 2022; however, the year-to-year fluctuation in this data does not indicate a clear trend. National statistics on 2022 fatalities and percent change trends from 2021 are shown in **Figure 28**.

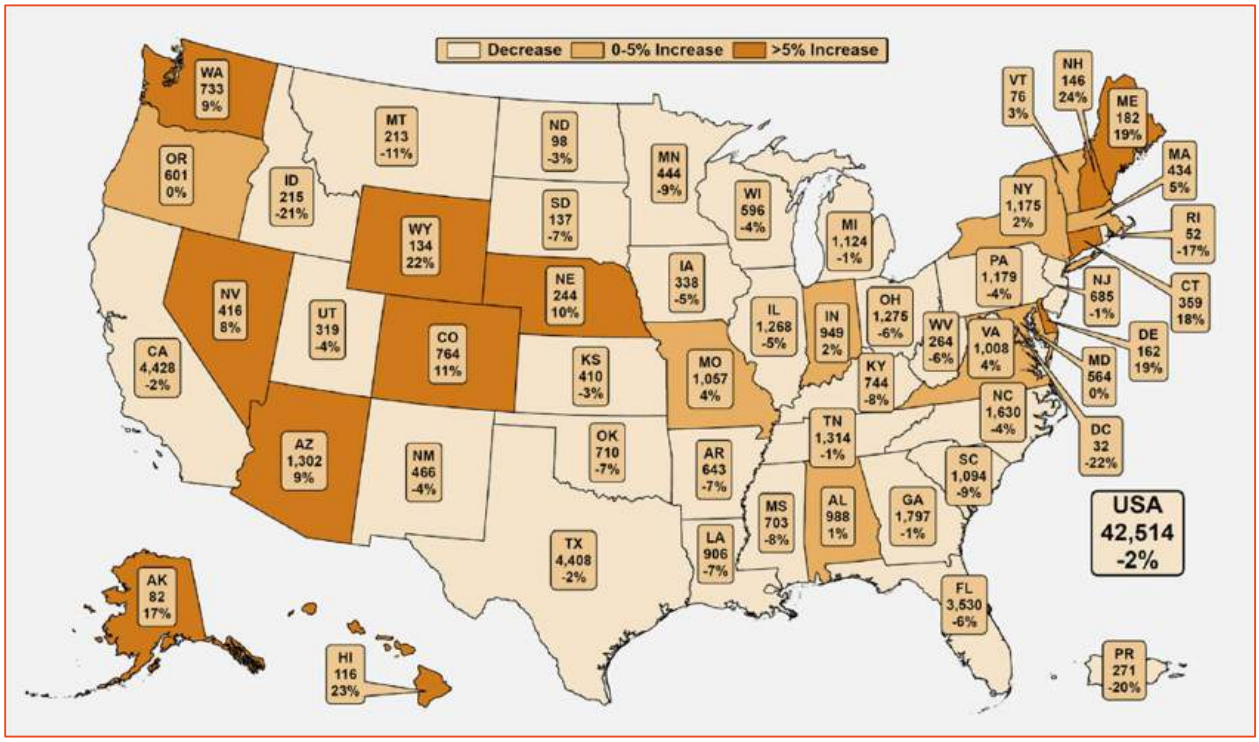

**Figure Source: NHTSA Traffic Safety Facts 2022 – State Traffic Data*

Figure 28: Fatalities and Percent Changes, by State (Person-Level), 2021-2022

The rate of pedestrian crashes in Buckeye is lower when compared to statewide and national data. Except for one year, 2020, pedestrian crashes are less frequent in Buckeye. Pedestrian crashes made up less than 1% of total crashes in Buckeye for every year except 2020 when the COVID-19 pandemic occurred. The rate of pedestrian crashes for all three data sets is displayed in **Figure 29**.

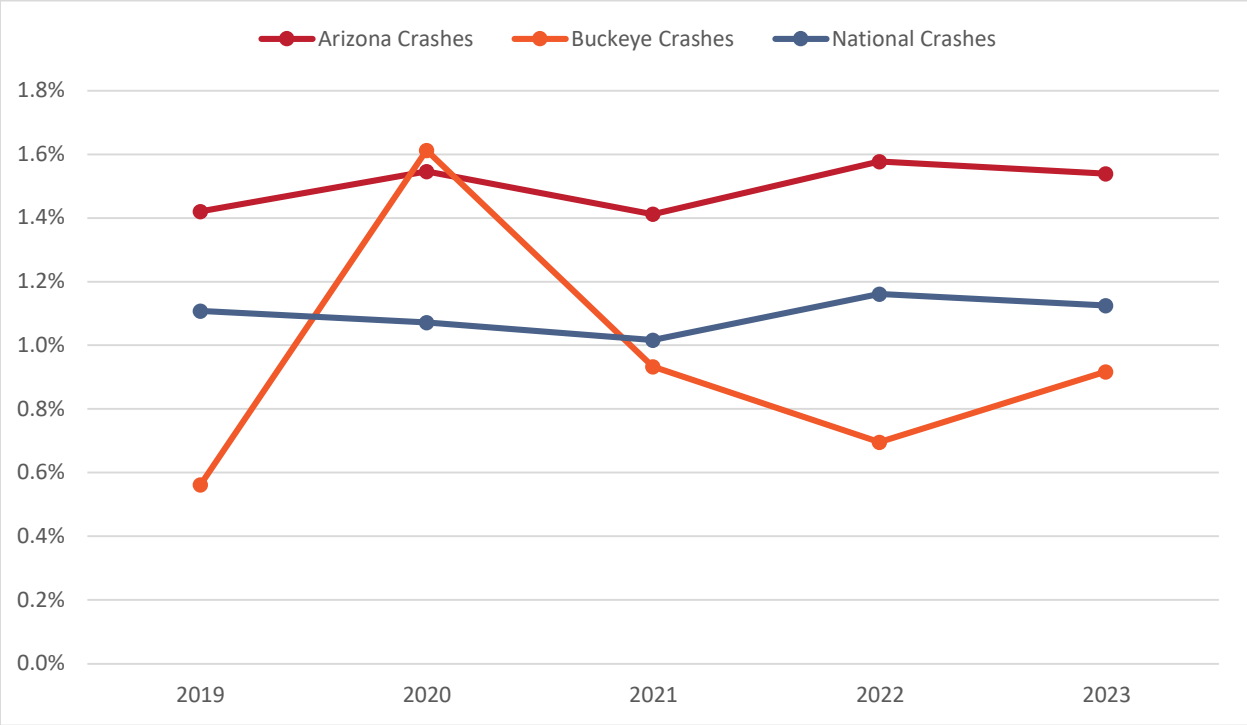

Figure 29: Pedestrian Crash Rate of City of Buckeye, State of Arizona, and National Crashes by Year, 2014-2023

For most analysis years, bicyclist crashes occur at a lower frequency in Buckeye in comparison to statewide and nationwide data. 2019 stands as the exception ranking higher than statewide and national rates. 2019 is the only year where bicyclist crashes represented more than 1% of total crashes in Buckeye. **Figure 30** shows the frequency of bicyclist crashes for all three data sets.

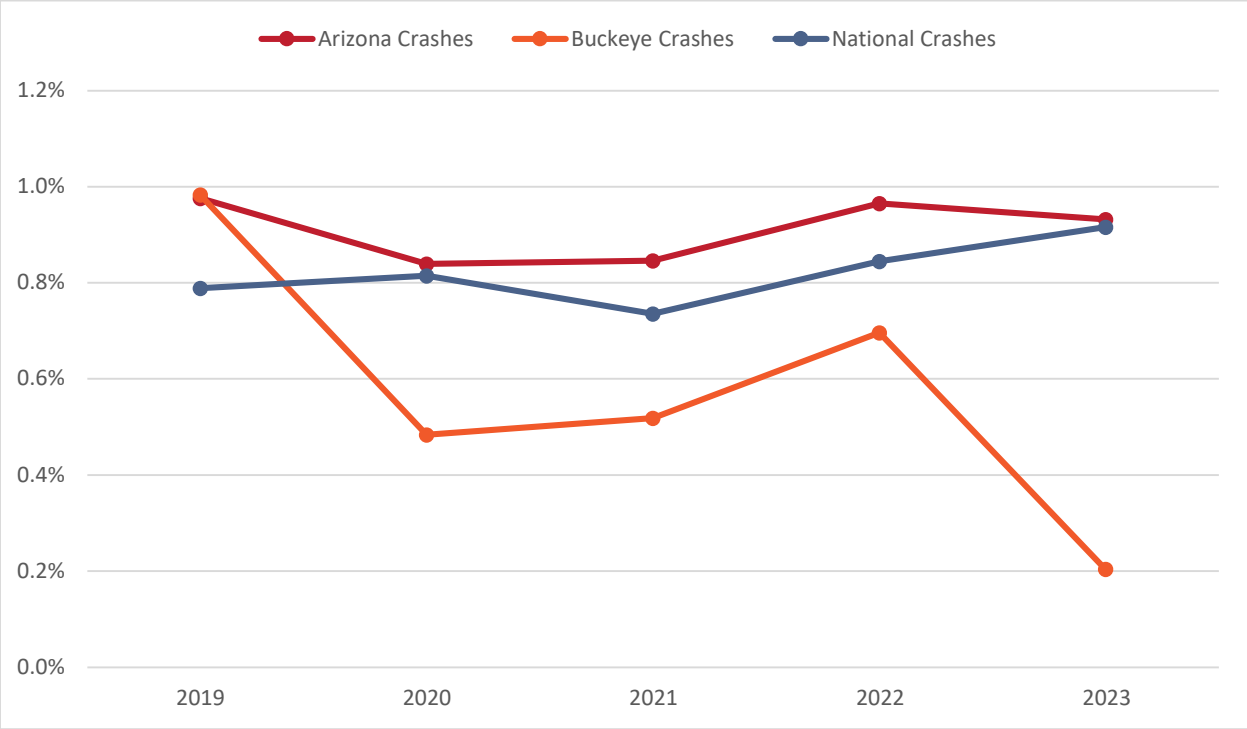

Figure 30: Bicyclist Crash Rate of City of Buckeye, State of Arizona, and National Crashes by Year, 2014-2023

KEY TAKEAWAYS

Crash queries were obtained from the ADOT crash database. This report used existing tools to conduct a safety analysis of 5 years from 2019 to 2023, considered different geographic contexts within the study area and compared trends to statewide and national data. The following key findings are based on a review of crash data from 2019 to 2023:

- An annual average of 885 crashes per year were reported during the 5-year study period. This equates to more than two crashes per day.
- 30% of severe crashes and 40% of fatal crashes involve speeding.
- Impairment becomes more prevalent the greater the injury severity, with 37% of all fatal crashes involving impairment.
- The majority of drivers (Unit 1) involved in severe crashes were male (68%).
- In Buckeye, drivers aged 15–19 are involved in 18% of all crashes—the highest proportion of any age group.
- Pedestrians and bicyclists aged 10 to 14 represented the largest group of vulnerable road users involved in these crashes, with nearly 25% of all pedestrian and bicyclist crashes involving someone aged 14 or younger.
- In the last 5 years there were 65 bicyclist or pedestrian crashes, including 12 fatal crashes and 12 serious injury crashes.
    - While these crashes reflect only 1.5% of all crashes in Buckeye. they reflect 13% of all KSI crashes.
    - When involved in a crash, there is a 70% chance that a pedestrian or a bicyclist will be killed.
- The majority of crashes occurred in the developed area of Buckeye (2,833 crashes, 64% of total), followed by the undeveloped area (807 crashes, 18% of total) and the ADOT right-of-way (787 crashes, 18% of total).
- KSI crashes were most frequent in the developed area of Buckeye (81 crashes, 44% of total), followed by the undeveloped area (64 crashes, 35% of total) and the ADOT right-of-way (40 crashes, 22% of total).
- ADOT right-of-way Crashes
    - Angle crashes make up the majority of KSI crashes (21 crashes, 52.5% of total). All of these crashes are located on SR-85 with drivers either failing to yield or running a stop sign in the eastbound/westbound direction.

- Developed Area Crashes
  - Non-intersection (>150 feet from intersection) crashes account for 32% of all KSI crashes, and 41% of fatal crashes.
  - KSI crashes at unsignalized intersections in the developed area accounted for 53% (43 crashes) of all KSI crashes.
  - Approximately 1 in 4 severe crashes involved a single vehicle (19 crashes, 23% of total). Most of the single-vehicle crashes involved a collision with a fixed object (15 crashes).
    - Driver behavior was heavily involved in single-vehicle crashes within the developed area of Buckeye:
      - Speeding was a factor in 53%
      - Impairment was a factor in 42%
      - Unrestrained drivers were involved in 47%
- Undeveloped Area Crashes
  - Single-vehicle crashes were the most common among KSI crashes, accounting for nearly a third of all KSI crashes in the area (20 crashes, 31% of total).
  - Nearly half of the single-vehicle KSI crashes involved an overturning or rollover collision (9 crashes, 45% of total), while 40% (8 crashes) involved a collision with a fixed object.
    - Driver behavior was heavily involved in single-vehicle KSI crashes within the undeveloped area of Buckeye:
      - Speeding was a factor in 40%
      - Impairment was a factor in 35%
      - Young drivers were involved in 40%
    - 6 of the 20 single-vehicle KSI crashes within the undeveloped area of Buckeye resulted in fatality:
      - 5 of 6 involved speeding
      - 5 of 6 involved impairment
      - 4 of 6 involved an unrestrained driver
  - Non-intersection crashes accounted for almost 60% of all severe crashes and 86% of all fatal crashes.
- When comparing regions, it was found that as severity increases, the share of crashes in the developed area of Buckeye decreases.

- Each region has the following overrepresented crash types:
    - Developed (64% of all crashes): Rear end (66%), Other (70%), Left Turn (74%), Pedestrian (85%), Bicyclist (80%)
    - Undeveloped (18% of all crashes): Single Vehicle (38%)
    - ADOT (18% of all crashes): Rear End (21%), Angle (22%)
- Each region has the following overrepresented KSI crash types:
    - Developed (44% of all KSI crashes): Rear end (50%), Bicyclist & Pedestrian (67%)
    - Undeveloped (35% of all KSI crashes): Single Vehicle (45%), Sideswipe (64%)
    - ADOT (22% of all KSI crashes): Angle & Left Turn (40%)

APPENDIX C:

PREDICTIVE RISK ASSESSMENT

MEMORANDUM

Date	December 17, 2025.
To	City of Buckeye Craig Sharp Anissa Gerard, PhD, PE
From	Y2K Engineering Denise Baker, PhD, PE, RSP_1 Rae Stephani, PE, PTOE, RSP_1
Subject	City of Buckeye – Transportation Safety Plan – High Risk Network Methodology and Results

OVERVIEW

A High Risk Network (HRN) refers to a group of roadway locations that are anticipated to have a higher propensity for motor vehicle crashes compared to the broader network. Unlike methods that focus primarily on locations with a history of frequent crashes, an HRN offers a proactive approach by identifying areas with increased risk, even if they have not yet experienced a high number of incidents. This allows for the implementation of safety countermeasures before severe crash patterns emerge.

To identify locations with a high potential for severe crashes in the City of Buckeye, a structured methodology was used to develop the HRN. The first step was to identify potential risk factors that are associated with severe crashes and are relevant to the City of Buckeye. Relevant GIS data was gathered through publicly available sources, coordination with the city and supplemental reviews. The data was evaluated to determine which factors showed the strongest relationship with crash severity. The risk factors were weighed based on the existing literature about the relationship between factors and severity as well as insights gathered from Buckeye-specific data. From the weighted risk factors, a composite risk score was calculated and applied to all segments in the evaluated Buckeye network. Segments with risk scores above defined thresholds (90th and 95th percentiles) were included in the HRN.

The HRN development process is shown in **Figure 1**.

Figure 1: HRN Development Process

DEFINITIONS

Throughout this memorandum, a few specific terms will be used. They are defined below.

High-Risk Network (HRN) - a network identifying areas where conditions may indicate the risk of a serious injury or fatal crash occurring.

KABCO scale - system used by law enforcement and transportation professionals to describe the severity of injuries resulting from traffic crashes. It helps agencies track and analyze crash outcomes in a consistent way. It classifies crash injury severity as K for fatal injury, A for suspected serious injury, B for suspected minor injury, C for possible injury, and O for no apparent injury or property damage only crash.

KSI - Killed and Serious Injury Crashes – Killed (K) and Serious Injury (SI) crashes were crashes that resulted in one or more fatalities or serious injuries. Serious injuries are defined as broken extremities, severe lacerations, paralysis and other injuries. Fatal crashes are defined when one or more people die within 30 days of the crash because of injuries sustained in the collision. These collisions correspond to “K – Fatal Injury” and “A – Suspected Serious Injury” in the KABCO scale.

KABC Crashes – All injury crashes. It excludes property damage crashes.

LOSS – Level of Service of Safety – compares the estimated predicted number of crashes in similar facilities with observed crash frequency to identify locations with high potential for safety improvements.

Crowdsourced Speed Data (INRIX) - INRIX collects data from millions of connected vehicles, mobile devices and GPS-enabled apps to provide real-time and historical traffic speed information. This data helps transportation agencies analyze congestion patterns, monitor travel times and assess roadway performance without the need for traditional roadside sensors. INRIX is a third-party company that provides services to agencies.

BEST PRACTICES

No one definitive methodology has been used consistently to develop HRNs. The HRNs documented in the literature have been highly customized to each jurisdiction to meet their own needs and address their specific crash problem and trends. However, using Risk to Drive Action is recognized by FHWA as supporting the principle of **safety is proactive**[1].

Examples of documented High-Risk Networks in the United States are:

- City of Boulder, CO[2]: The HRN was measured by crashes per vehicle miles traveled and has roughly five times more risk than all Boulder arterial streets. 67% of serious injury and fatal traffic crashes occur on arterial streets (only about 17% of streets). Seven crash types account for 62% of fatal and serious injury crashes: running red lights, left turn crashes, right turn slip lanes, right turn on red crashes, right turn crashes, multi-use path crossings and pedestrian crashes while crossing the street.
- Henry County, GA[3]: The Henry County HRN is comprised of seven road typologies identified as having higher crash densities per mile through decision tree machine learning algorithms. The road typologies are characterized based on facility type (highway versus non-highway), census data, land use, number of lanes and speeds. They are:
    - State highways adjacent to non-residential land uses and a low percentage elderly population
    - State highways adjacent to Census tracts where a high percentage of elderly persons and high vehicle ownership are present
    - State highways adjacent to Census tracts where high poverty rates are present
    - State highways adjacent to Census tracts where sidewalks and low poverty rates are present
    - Non-state highways adjacent to commercial land uses, where the posted speed limit is 35 MPH or higher, and where the elderly population is low
    - Multi-lane, high-speed roads adjacent to commercial land use
    - Two-lane, high-speed roads adjacent to commercial land use

[1] Federal Highway Administration. (n.d.). *A systemic approach to safety using risk to drive action*. U.S. Department of Transportation. https://highways.dot.gov/safety/data-analysis-tools/systemic/systemic-approach-safety-using-risk-drive-action
[2] City of Boulder. (2022, Spring). *A systemic approach to crash reduction: Getting to zero on the core arterial network* [Conference poster]. National Association of City Transportation Officials (NACTO) Annual Conference, Denver, CO. https://nacto.org/wp-content/uploads/NACTO_Denver2023_Poster_Boulder.pdf
[3] Henry County. (2025, February 24). *High risk network report: Henry County Transportation Safety Action Plan*. Henry County. https://content.civicplus.com/api/assets/ce8ad616-03e9-4743-a4fa-fcadf16e5393

- City of Mesa, AZ[4]: this High Risk Network was evaluated using collision factors (applied to the collision) and roadway and built environment factors (applied to the segment). Risk factors included both crash characteristics that could increase the severity outcome, as well as location attributions. Crash characteristics considered were involvement of a vulnerable mode (pedestrian, bicyclist, or motorcyclist), involvement of a vulnerable age (<18 or >64), and a contextual factor that corresponded to Justice40 Census Tracts that were identified as disadvantaged. Roadway and Built Environment attributes considered were intersection type, ADT, speed limit, median type, commercial zoning and proximity to a school.

The Federal Highway Administration (FHWA) advocates for a systemic approach to traffic safety that uses risk-based strategies to prevent severe crashes. The systemic approach identifies roadway features that are associated with increased crash risks across the entire network. This is different from traditional methods that primarily focus on locations with high crash frequency. This method is particularly effective for identifying dispersed crash types such as those involving vulnerable road users on rural or local roads, which might be missed using traditional methods.

The systemic approach involves analyzing crash data to identify common risk factors, screening and prioritizing locations exhibiting these factors, selecting appropriate countermeasures, and prioritizing projects for implementation. This process helps change the focus from reacting to crashes to preventing them by identifying and addressing risk factors before severe crashes occur.

Factors that influence crash severity can be identified through the lens of the Safe System Approach[5] as Safer People, Safer Speeds, and Safer Roads. While Post-Crash Care and Safer Vehicles are part of the Safe System Approach, they were not included in the High Risk Network evaluation, as they are not part of the network itself.

[4] City of Mesa. (2025). *Mesa safer streets*. City of Mesa, AZ. https://www.mesaaz.gov/Resident-Resources/Streets-Transportation/Mesa-Safer-Streets; National Association of City Transportation Officials. (2025, June 27). *Meet the cities: Mesa, AZ Comprehensive Safety Action Plan*. NACTO. https://nacto.org/latest/meet-the-cities-mesa-az-comprehensive-safety-action-plan/

[5] U.S. Department of Transportation. (2025, January 14). *What is a Safe System Approach?* https://www.transportation.gov/safe-system-approach

Safer Speeds

The Safe System Approach emphasizes that humans have low tolerance for crash forces, so controlling speed is vital to ensuring survivability. The fatality risk of a pedestrian being hit by a traveling vehicle at 50 km/h (31 mph) is more than twice as high as the risk at 40 km/h (25 mph) and more than five times higher than the risk at 30 km/h (17 mph)[6].

Safer People

USDOT defines this factor as "Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed"[7]. This aspect of the Safe System Approach identifies the following as risk factors: Impairment, lack of appropriate restraint, speeding (explored more in depth under Safer Speeds) and Vulnerable Road Users identified as being at higher risk of injury on the roads are pedestrians, bicyclists, motorcyclists, and children.

Safer Roads

FHWA's Safe System guidance highlights that roads should be forgiving of human error and designed to limit crash energy to tolerable levels. Features like wide lanes, shoulder width, and clear zones affect speed behavior and survivability. Narrower urban lanes can act as traffic calming devices, encouraging lower speeds and fewer crashes. Key geometry features include:

> Number of lanes & median presence – Divided roads with medians significantly reduce head-on collisions; undivided two-lane roads have higher fatality rates.
>
> Road curvature – Sharp curves or sudden radius changes elevate the risk of loss-of-control crashes. FHWA's systemic speed management highlights curve radius as a notable risk factor and recommends proactive geometric reviews.

Based on the guideline of the Safe Systems Approach, the following factors were considered in the measure of risk for the development of Buckeye's High Risk Network: Driver Behavior (Safer Speeds and Safer People), Road Geometry and Conflict (Safer Roads), Vulnerable Road User (Safer People), Crash History, and Downtown Context (Safer Roads and Safer People).

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[6] Rosén, E., & Sander, U. (2009). Pedestrian fatality risk as a function of car impact speed. *Accident Analysis & Prevention, 41*(3), 536–542. https://doi.org/10.1016/j.aap.2009.02.002

[7] U.S. Department of Transportation. (2025, January 14). *Safer people*. National Roadway Safety Strategy. https://www.transportation.gov/safe-system-approach/safer-people

NETWORK EVALUATED

The boundaries of the evaluated network and roadway ownership can be seen in **Figure 2**. A close view of the developed area of Buckeye is displayed in **Figure 3**.

A total of 344 miles of paved highways, arterials, and collector roads divided into 649 segments were evaluated, with an average length of approximately half mile. For the purposes of this analysis, both City and County roads are included without distinction. The evaluated network also includes SR-85, an Arizona Department of Transportation (ADOT) facility, but does not include the I-10 mainline.

The evaluated network includes 39% of Buckeye's paved roads (890 miles, excluding mainline I-10) – the evaluated network excludes local paved roads and unpaved roads of all classifications – and accounts for 95% of KSI crashes within the City.

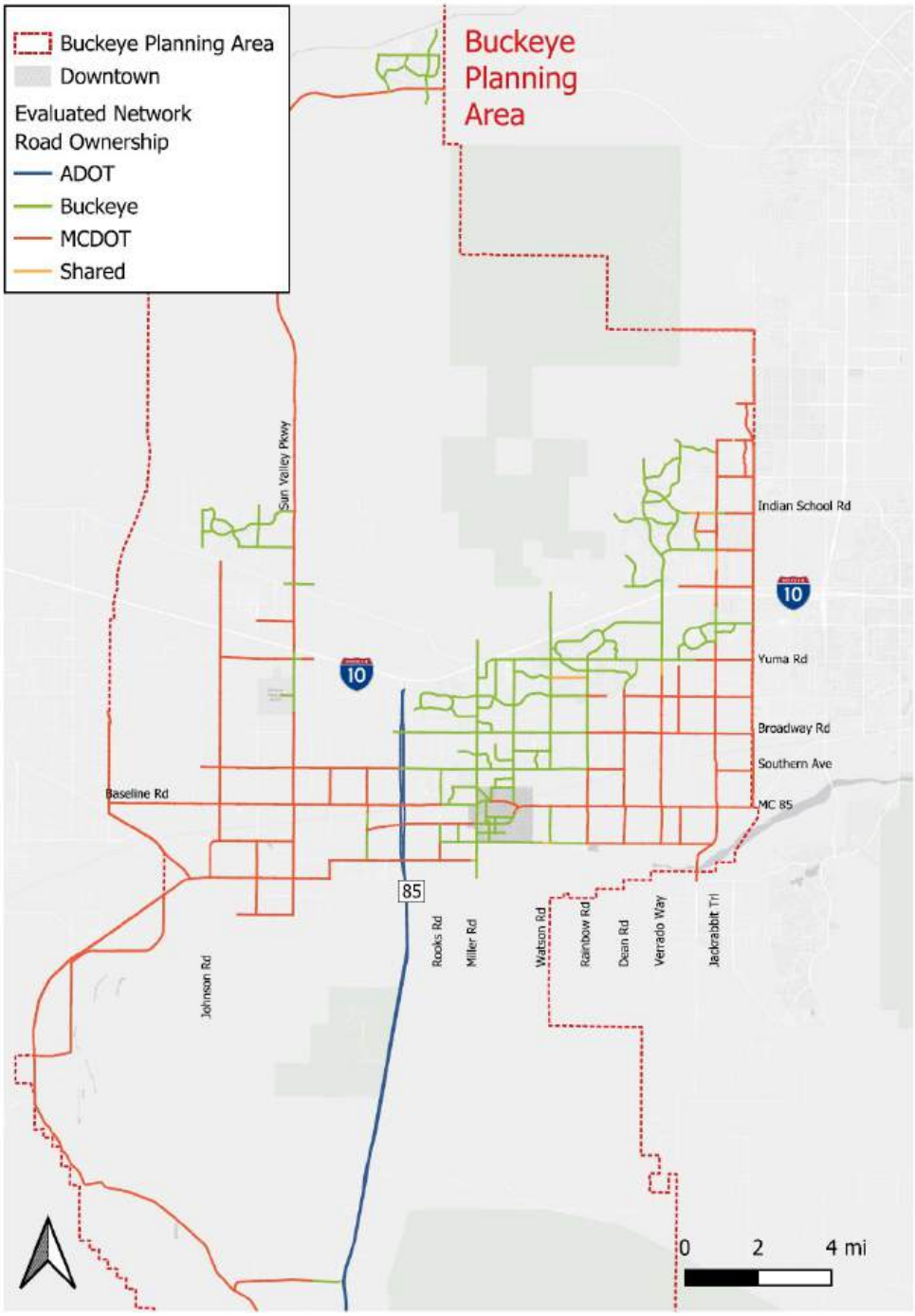


Figure 2: Evaluated Network and Road Ownership
(Road ownership data per City of Buckeye open data, March 2025)

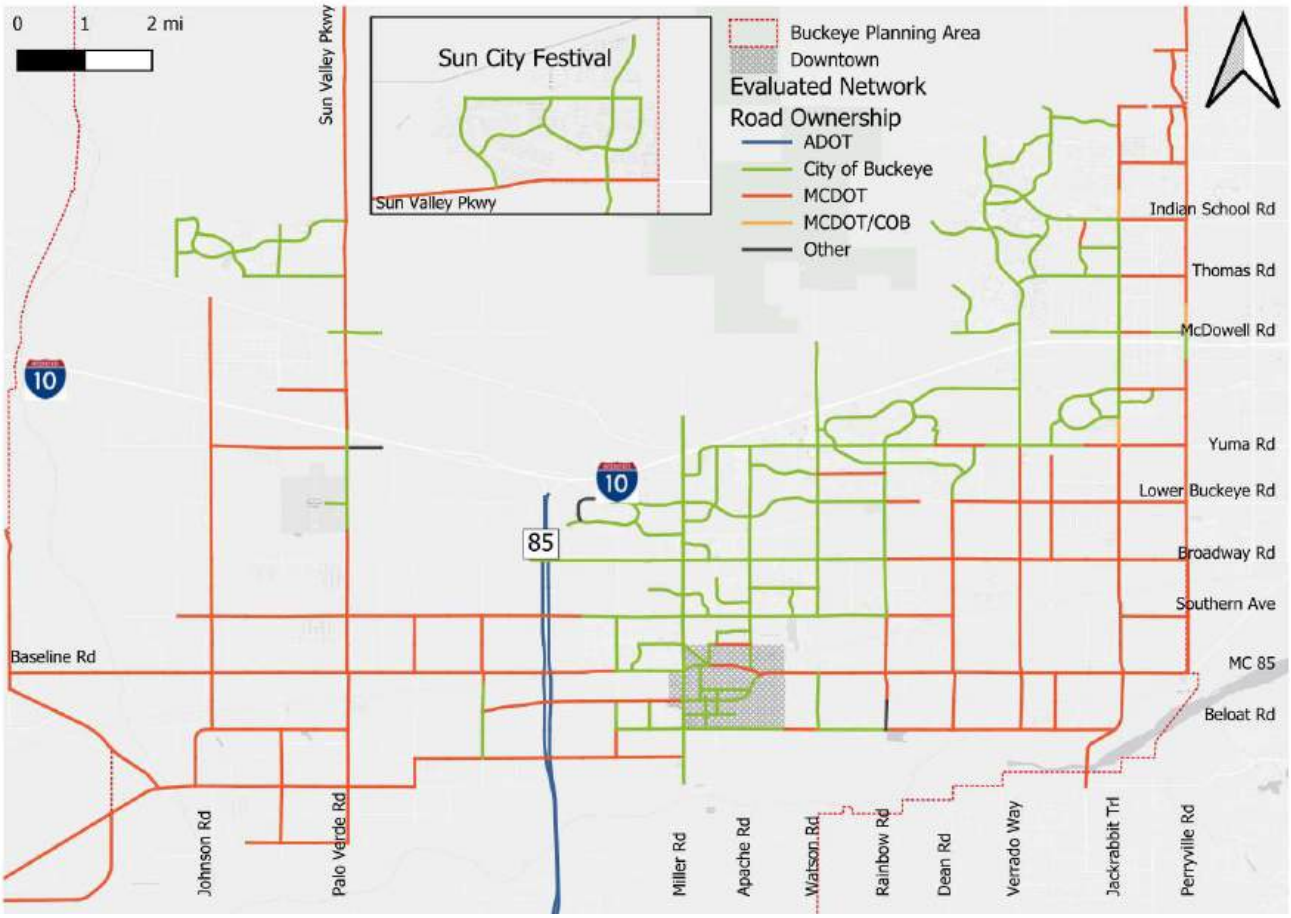


Figure 3: Evaluated Network – Developed Area of Buckeye

RISK FACTORS

Risk factors on the network identified in the literature and for which geospatial data was available were evaluated for their relationship with KSI crashes in Buckeye. The factors evaluated were:

- Driver Behavior: while driver behavior cannot be measured, surrogate measures of two important aspects were considered:
  - Speed: where available, crowdsourced (INRIX) speed data was used. INRIX data was evaluated from 04/03/2024 to 04/03/2025 (Tuesday to Thursday and Saturday), and it was available only at major arterials. Where crowdsourced speed data was not available, posted speed limit was used with a heavier weight.
  - Congestion: where available through crowdsourced data (INRIX), travel time was used as a proxy for congestion. Travel time was included in the methodology as the standard deviation of the measured travel times on the segment throughout the data collection

period. If congestion is an issue at the segment, travel times will vary more when compared to segments that do not experience congestion and travel times stay the same throughout the day.

  - Impairment: proximity to alcohol establishments was used as a proxy measure.
- Vulnerable Road Users: measured through surrogate measures such as proximity to key activity generation sites (schools, parks, community centers), transit route, and census data through block groups with higher share of households with no vehicles available.
- Road Geometry: measured through number of lanes, median type and presence, and density of minor street intersections. Lighting presence and pavement width were considered but not included in the final methodology due to incompleteness of data.
- Land Use: Zoning areas were evaluated but not included in the methodology beyond identifying the Downtown zone overlay as a risk factor. It was discussed with City of Buckeye that zoning is constantly changing and may not accurately represent the characteristics of where crashes occurred or where the potential risk factors are identified.

Table 1 shows the inventory of the data evaluated along with data sources and descriptions of each dataset.

Table 1: Risk Factors Used in Evaluation Methodology

Factor	Data source	Description
Crash history	ADOT	Crash data was gathered for the Buckeye planning area plus 300 feet for the years of 2019 to 2023. The 300 feet beyond the planning area was included to capture intersections for which the City owns only one of the legs. Those locations would not have been captured correctly without the 300 buffer. For this analysis, this step affects Perryville Road. Intersections and segments identified in this area are flagged when shown in the results since those intersections are not owned by Buckeye. This dataset includes SR-85 and ramps to I-10, but excludes crashes at the I-10 mainline. This dataset includes crashes at county islands. Crashes at intersections where the City of Buckeye owns only one leg were included for the entire intersection. The locations at the boundary of the City Planning Area are flagged in the report.
Downtown Area	Buckeye Open Data, Zoning Overlay, accessed April 2025	This shapefile represents the boundary of Buckeye Downtown area.
Posted speed	Derived from the Signs layer provided by City of Buckeye	Determined by the posted speed, using a selection of R2-1 signs from the Signs feature class.

Factor	Data source	Description
Average Speed	INRIX from 04/03/2024 to 04/03/2025 (Tuesday to Thursday and Saturday)	Data was provided in one-hour intervals and average speed was available for each segment. Data was available only at major arterials and not available for minor streets.
Travel Time/ Congestion	INRIX from 04/03/2024 to 04/03/2025 (Tuesday to Thursday and Saturday)	Data was provided as travel time in one-hour intervals, for each segment. The standard deviation for travel time in each segment was calculated. High standard deviations mean the travel time varies more than the rest of the sample. In other words, travel time is not constant. In segments where no congestion is present, the travel time remains the same regardless of time of day.
Proximity to Alcohol Establishments	Arizona Department of Liquor Licenses and Control, Accessed February 2025	Number of alcohol establishments within a 1/4 mile from the segment.
Road Configuration	Y2K virtual review	Y2K staff reviewed the segments evaluated as part of the HRN evaluation for number of lanes and type of median present at the segment.
Curvature	City centerlines plus Y2K calculation	Curvature ratio was obtained by dividing segment length by the distance between the endpoints. Straight segments have the ratio of one.
Density of intersections/ Conflict	Spatially generated from Intersections layer	Number of minor intersections (local/collector and local/arterial) in the segment.
Proximity to a park	Buckeye Open Data, Accessed February 2025	Number of parks within a 1/4 mile from the segment.
Proximity to a school	Buckeye Open Data, Accessed February 2025	Number of schools within a 1/4 mile from the segment.
Proximity to a community center	Buckeye Open Data, Accessed February 2025	Number of community centers within a 1/4 mile from the segment.
Proximity to transit route	Selected Bus Routes, Valley Metro Open Geo	Route 685 Ajo/Gila Bend runs through Miller Road and Downtown Buckeye.
Car free households	2010 Census/ American Community Survey (ACS), Block Group attribute	Variable Pct_AO0: Percent of households with zero automobiles, 2010 (American Community Survey, 2010) Segments within a quarter mile of a block group with PCT_AO0>0.04 was be flagged for being close to a low car ownership area.

Crash Data by Risk Factor

Comparing the location of KSI crashes from 2019 to 2023 to the location of the aforementioned risk factors supported the validation of the methodology. Crash types that occurred more frequently than expected based on the length distributions were identified and highlighted as over-represented. For example, segments with transit present represent 4% of the centerlines of the network evaluated, but 14% of all KSI crashes were observed on these segments. Thus we say that segments with transit present have an over-representation of KSI crashes.

KSI crashes were also found to be over-represented in Downtown Buckeye. Near activity generators such as schools, parks, transit, and alcohol establishments, KSI crashes that involved vulnerable road users (pedestrians and bicyclists) were over-represented. Several factors were identified that did not correspond to an over-representation of KSI crashes, including road curvature, commercial and industrial zoning, and intersection density. KSI Crashes were also over-represented on segments where the posted speed limit is 40 or 45 MPH.

Attachment A shows the comparisons of the length distribution of risk factors versus KSI distribution on those segments.

DEFINING RISK – A WEIGHTED METHODOLOGY

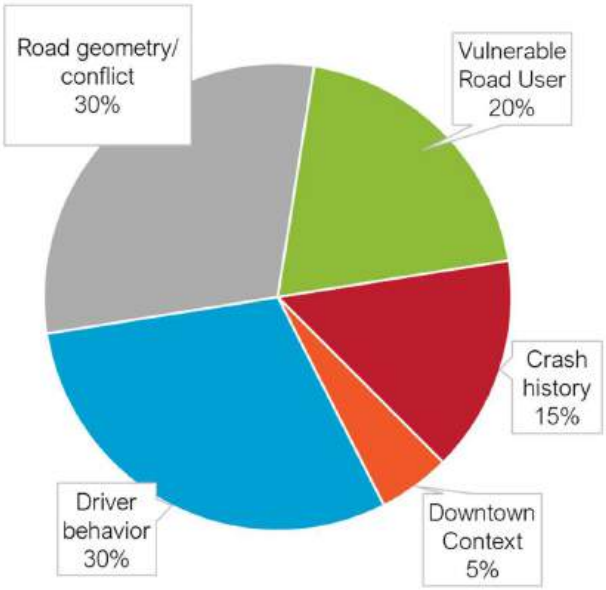


Figure 4: Risk Factors by Weight into Risk Measurement

Risk was measured through a risk score, calculated as a weighted score based on the identified risk factors. Five factors were used to define and measure risk, namely Crash History, Downtown Context, Driver Behavior, Road Geometry, and Vulnerable Road Users (VRU).

Distribution between the factors was made based on the existing knowledge of conditions that increase the likelihood of a crash resulting in a higher injury severity. Buckeye-specific data informed the decision of how to determine the factor weights, but it was not the only metric, since the HRN evaluation is a proactive approach that does not rely on past crash history alone.

The distribution used to calculate the weighted risk score is shown in **Figure 4**. The following sub-sections describe the rationale associated with each risk factor used in the definition of the risk score. A detailed list of the assigned points is shown in **Table 2**.

Crash History

Five years of KSI crash data was used to identify locations with history of high crash frequency. 185 KSI crashes were registered in Buckeye in the 2019-2023 period, 176 (95%) of them occurred in the evaluated network for the HRN. For the purposes of this analysis, crashes at intersections were considered at each segment. **Figure** 5 shows how the crashes were assigned to each segment and how they were assigned at the connection between adjacent segments.

Three points were assigned per KSI crash in the 5-year period (2019-2023), up to 15 points. The segment with the highest number of KSI crashes had 5 crashes in the period (Broadway Road near SR-85).

The High Risk Network is meant to be a proactive approach independent from the past crash history. The idea is to identify where crashes can happen before they do. For that reason, a lower share of points was assigned to this factor.

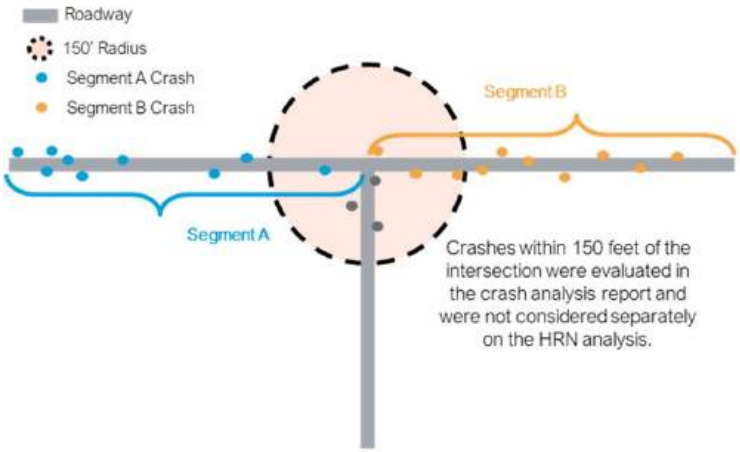


Figure 5: Crash Assignment Methodology

Downtown Context

Segments in Downtown Buckeye represent 3% of the evaluated network. KSI crashes on those segments represent 6% of the KSI crashes in the 5-year period. Since crashes in Downtown Buckeye are over-represented in relation to the share of the network, this factor was accounted for in the methodology. Segments in the Downtown Buckeye Area were assigned 5 points to account for the context – on-street parking, non-motorized traffic, greater density of access points.

Road Geometry/ Conflict

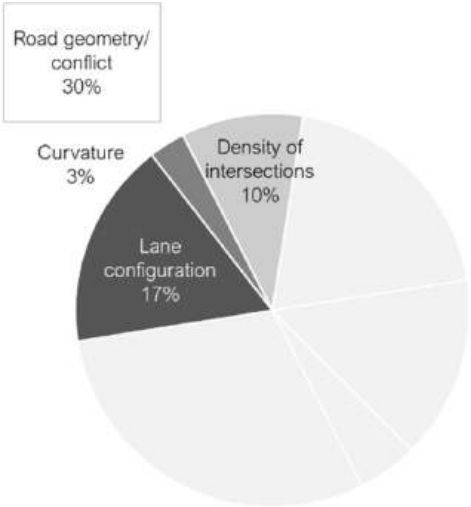


Figure 6: Risk Factors – Road Geometry and Conflict Points

The lane configuration of a road can guide driver behavior and potentially address safety concerns. The density of intersections on a segment increases the number of conflict points that can lead to a crash.

Road Geometry was assigned one of the largest shares of the risk assessment points – 30 points. Lane configuration accounted for up to 17 points, presence of curvature in the road could add 3 extra points and density of intersections could add up to 10 points.

Figure 6 shows how the Road Geometry points were assigned and how they relate to the remainder of the risk score.

Driver Behavior

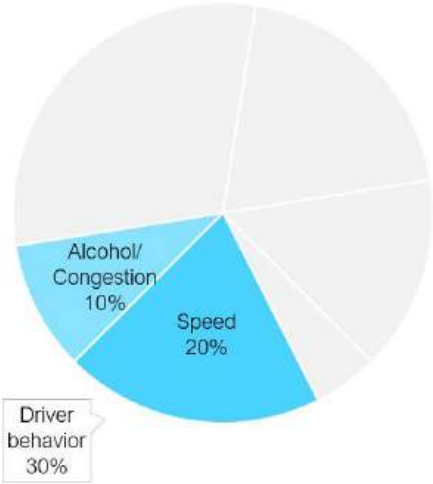


Figure 7: Risk Factors – Driver Behavior

Driver Behavior is associated with large shares of KSI crashes, for example, 25% of Buckeye traffic fatal and serious injury crashes involved a drunk driver. The driver behavior factor accounts for 30% of the possible points in the risk score methodology.

High speeds are associated with higher injury levels due to kinetic energy transfers. Where crowdsourced speed data (INRIX) was available it was included in the methodology with heavier weights than the posted speed limit. On minor roads, only the posted speed is considered since crowdsourced data was not available. Congestion was measured through a surrogate measure, based on travel time variability where INRIX data was available.

Vulnerable Road User (VRU)

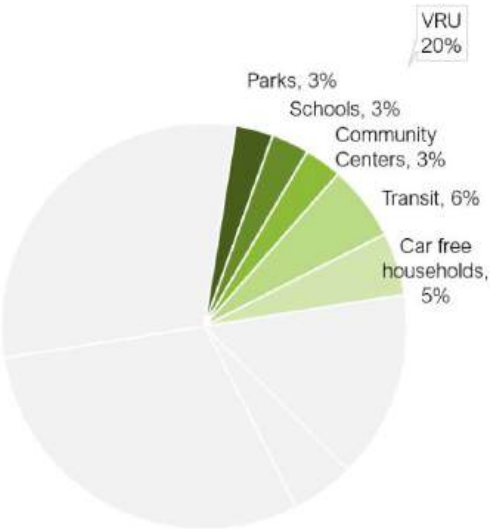


Figure 8: Risk Factors – Vulnerable Road Users

The risk score points representing the Vulnerable Road User factor uses proximity to parks, schools, and community centers, as well as transit presence and proximity to census tracts with larger shares of households without any vehicle available. Twenty-two (22) KSI crashes involving bicycles and pedestrians were reported in the 5-year period (2019-2023) within the evaluated network for the HRN analysis. Overall, while pedestrian and bicycle crashes reflect only 1.5% of all crashes in Buckeye, they reflect 13% of all KSI crashes and, when involved in a crash, there is a 70% chance that the pedestrian or a bicyclist will be injured or killed. With development, it is expected that pedestrian and bicycle traffic will increase and crashes involving vulnerable road users are known to be more severe, thus more points were assigned to this risk factor.

Regarding transit presence, segments with transit present represent 4% of the centerlines of the network evaluated, but 14% of all KSI crashes were observed on these segments. Additionally, transit routes are a known generator for non-motorized traffic thus an appropriate surrogate measure to address the Vulnerable Road User presence that this factor intends to capture.

Detailed Score Ranges

Table 2 shows the detailed score criteria as described in the previous section.

Table 2: Scoring Criteria

Variable	Criteria	Score
Crash history		0-15
KSI crashes in the 5-year period	3 points per KSI crash, up to 15	15
Downtown context		0-5
Downtown area	if Downtown	5
Driver behavior		0-30
278 Segments with crowdsourced speed data (INRIX)		
Posted speed	if 40+ mph	5
Average speed (INRIX)		0-15
	<30 mph	0
	30-35 mph	6
	35-45 mph	12
	45+ mph	15
Travel time/ congestion (INRIX)		0-5
** For the purposes of this evaluation, travel time variability has been used as a surrogate measure of congestion. Higher standard deviation means more variability and therefore more congestion.*	<0.2 standard deviations	0
	0.2-0.3 standard deviations	2
	0.3+ standard deviations	5
Within 1/4 mile of Alcohol establishment		0-5
371 Segments without crowdsourced speed data (INRIX)		
Posted speed		0-20
	<30 mph	0
	30-35 mph	8
	40+ mph	20
Within 1/4 mile of Alcohol establishment		0-10
Road geometry		0-30
Road configuration (Median/#Lanes)		0-17
	Undivided/ 2 lanes	10
	Undivided/ 3 lanes	17
	Undivided/ 4 lanes	17
	Two Way Left Turn Lane/ 2-3 lanes	4
	Two Way Left Turn Lane/ 4 lanes	15
	Divided/ 2-3 lanes	0
	Divided/ 4 lanes	6
	Divided/ >4 lanes	12
Increased curvature	Curvature ratio>1.03	3
Density of intersections/ Conflict		0-10
	< 3.6 intersections/mile	0
	3.6-6.3 intersections/mile	4
	> 6.3 intersections/mile	10
Vulnerable Road Users		0-20
Within 1/4 mile of a park		3
Within 1/4 mile of a school		3
Within 1/4 mile of community center		3
Within 1/4 mile of transit route		6
Car free households	5 points if greater than 4%	5

INTERSECTION EVALUATION

The intersection evaluation was performed leveraging the Maricopa Association of Governments (MAG) Tool for Network Screening called **M**AG **I**ntersection **S**afety **T**ool (MIST). Evaluation was performed by MAG for 101 intersections in Buckeye, however, that did not include several intersections in the Buckeye Planning Area that are currently county intersections. To account for those locations, the MAG MIST results for county intersections were evaluated as well. 542 intersections on non-incorporated Maricopa County Areas were evaluated in the MAG MIST, not all of which are in the Buckeye Planning area. For the purposes of this HRN evaluation, only the county intersections within the Buckeye Planning area were evaluated.

The tool uses predictive safety evaluation using custom Safety Performance Functions tailored to the MAG region and distinct for each intersection type. It combines crash data (from the ADOT general database, from 2015 to 2023) with estimated entering volumes at the intersection. Based on the comparison of expected crashes and observed crashes, four levels of service of safety (LOSS) were identified:

- LOSS 1: Indicates low potential for crash reduction
- LOSS 2: Indicates low to moderate potential for crash reduction
- LOSS 3: Indicates moderate to high potential for crash reduction
- LOSS 4: Indicates high potential for crash reduction

Figure 9 shows the Level of Service of Safety for the intersections evaluated in the Buckeye network.

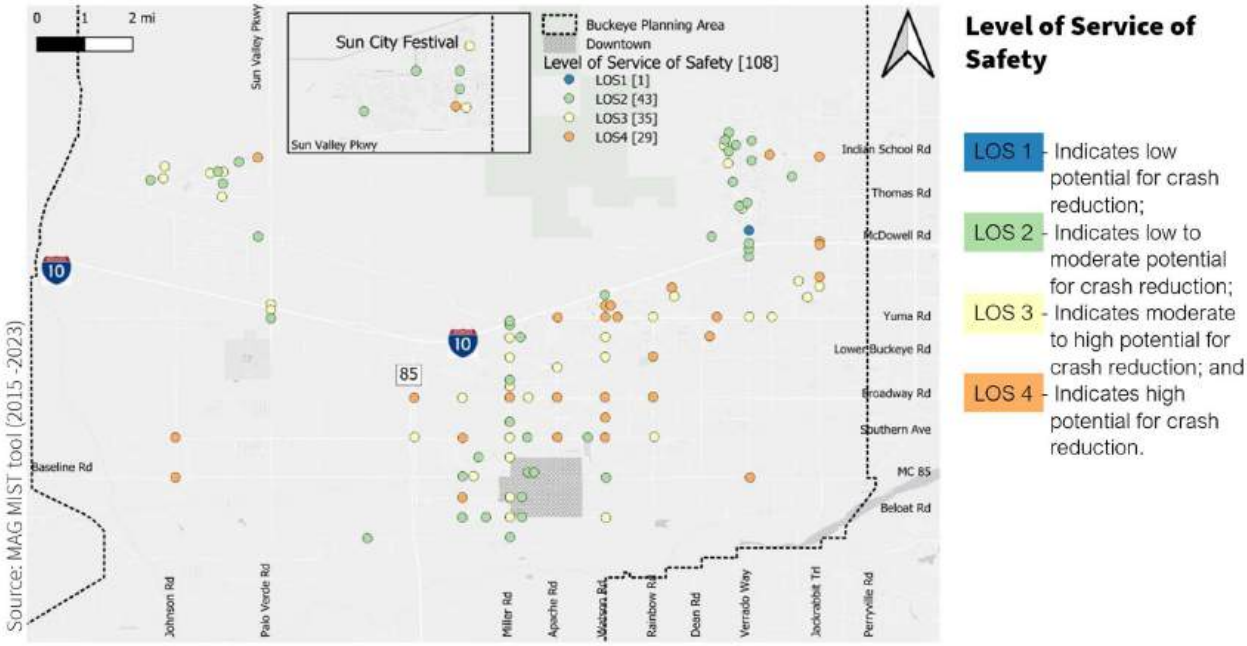


Figure 9: Level of Service of Safety of Intersections in City of Buckeye

Additional Evaluation of High KSI Crash Intersections

Two intersections were identified in the Buckeye Crash History evaluation as having two (or more) KSI crashes in the 2019-2023 evaluation period that were not evaluated on the MAG MIST tool through the City of Buckeye screening nor through the Maricopa County screening. The intersections are Beloat Road & Jackrabbit Trail and Rainbow Road & Sundance Parkway.

In order to estimate the Level of Service of Safety for those two intersections, intersections with similar configuration were summarized from the Buckeye and Maricopa County network screening data provided through MAG MIST. Observed crashes greater than or equal to the average predicted KABC frequency at similar locations justify an estimated LOSS four. Based on this estimate, both intersections were included in the HRN. **Table 3** shows the summary for the two intersections.

Table 3: Estimated LOSS for Intersections with More than 2 KSI Crashes that Were Not Evaluated by MAG

Intersection		Beloat Rd & Jackrabbit Trail	Rainbow Rd & Sundance Pkwy
Configuration		Rural, 3 leg, stop control (R3ST)	Urban, 4 leg, stop control (U4ST)
MAG MIST similar locations (Buckeye and County)	Number of intersections	44	149
	Average Entering Volume	5,334	10,149
	Average Predicted KABC crashes	0.4	1.4
Estimated Entering Traffic		5,334	10,142
Traffic Volume Source		Average of R3ST locations	Estimated from peak hour volume (Buckeye Capacity 2024-25)
Observed KSI in the 5 year period		2	2
Estimated LOSS		LOSS 4	LOSS 4

RESULTS – THE HIGH-RISK NETWORK

Segments

After applying the methodology to the segments, risk score points varied from 6 to 73, with an average score of 31.1 points. **Figure 10** shows how the points are statistically distributed. Behavior points are more evenly distributed than geometry points. It reflects more diversity on the behavior attributes of the segments, when compared to the geometry attributes. The road network in Buckeye is uniform with fewer locations that deviate from the norm. Vulnerable Road User points are low, consistent with existing low volumes of non-motorists.

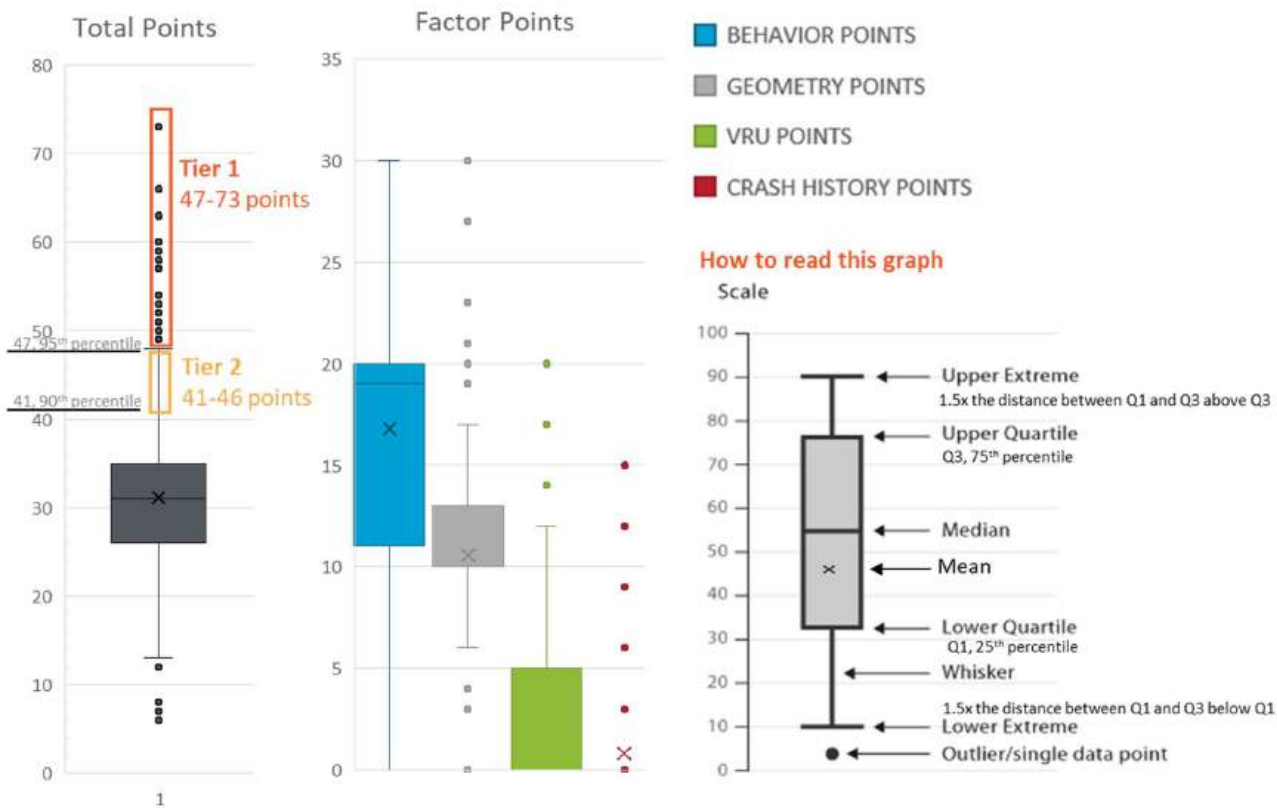
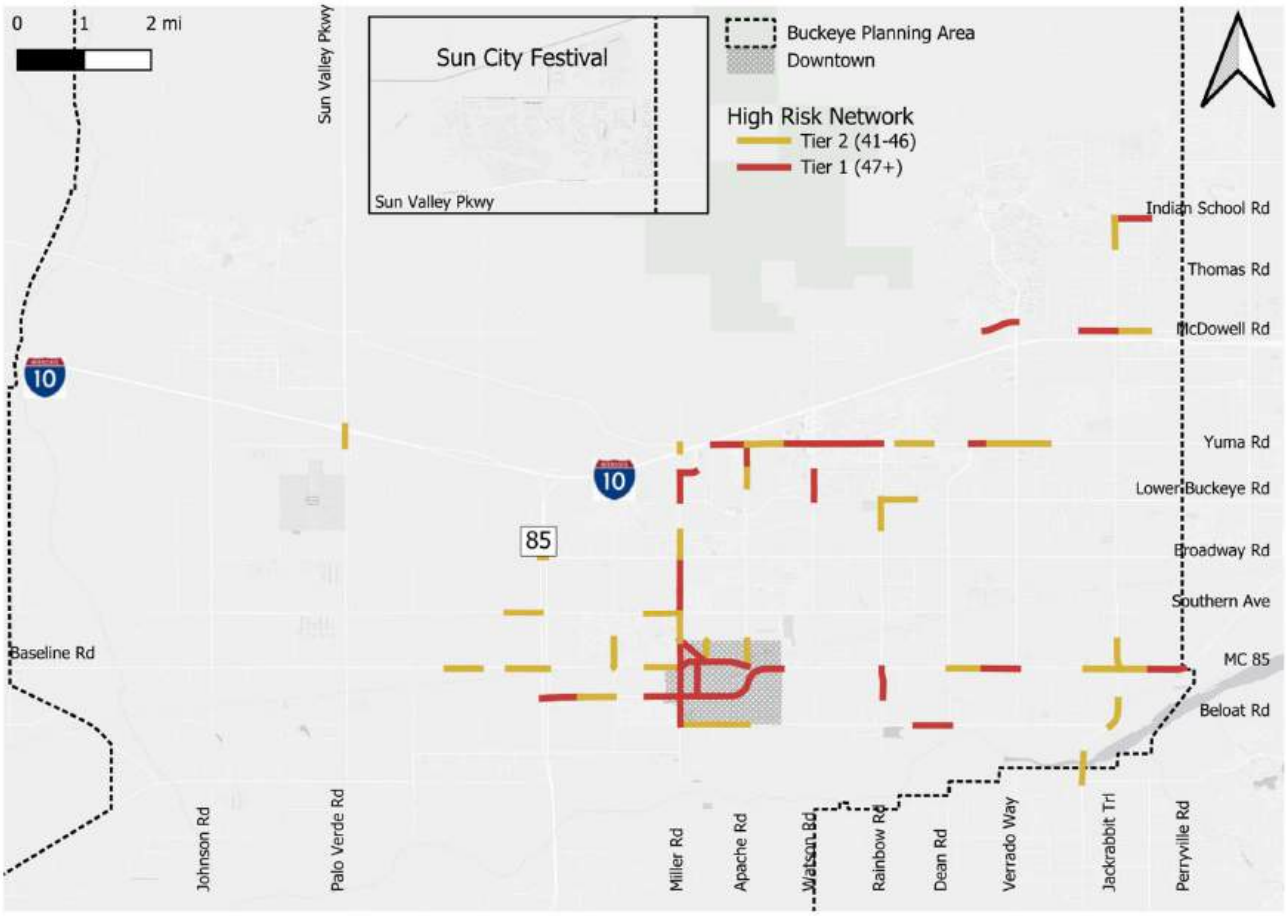


Figure 10: Total Point Distribution (Left) and Factor Point Distribution (Middle)

Criteria for inclusion on the HRN is the 90th percentile score, i.e. the top 10% highest scores. That corresponds to a risk score of 41 points or more. The HRN segments were divided into two tiers. Tier 1 represents the top 5% segments, and Tier 2 represents the top 10% segments. **Table 4** shows the summary of the HRN segments and **Figure 11** shows the HRN segments by Tier.

Table 4: HRN Segment Summary

	# Segments	Length (miles)	KSI Crash Count 5 yrs 2019-2023
Tier 1 (95th percentile/ 47-73 points)	37	14.7 (4.3%)	43 (24.4%)
Tier 2 (90th percentile/ 41-46 points)	36	20.2 (5.9%)	33 (18.8%)
All HRN	**73**	**34.8 (10.1%)**	**76 (43.2%)**



**Note – two segments on Old Highway 80 south of the Gila River Floodplain are part of the Tier 2 HRN and are not shown in the map (See attachment D for full map).*

Figure 11: Segment HRN Results by Tier

Intersections

Intersections identified as Level of Service of Safety Four (high potential for safety improvements) were selected to be part of the HRN. Forty (40) intersections were selected to be included in the HRN; 29 from the Buckeye network screening, 9 from the Maricopa County Screening, and 2 from estimated LOSS 4. Of the intersections from the Maricopa County network screening, 7 intersections identified as LOSS 4 are on the Buckeye Planning Area boundary and are currently intersections not owned and operated by the city. Those locations are shown on the map for reference only and are not included in the HRN.

Figure 12: Intersections with LOSS 4 in the Buckeye Planning Area

Intersection Tiers

For the purposes of prioritization and project definition, intersections were separated into two tiers. Intersection Tier 1 represents the intersections with 20 or more excess crashes (as provided in the MIST tool for 2019-2023 data) and the intersections included in the HRN with estimated LOSS. Tier 1 has 14 intersections and Tier 2 has 26 intersections. **Figure 13** illustrates the HRN intersections grouped by tier.

Figure 13: HRN Intersections, Grouped by Tier

HIGH INJURY LOCATIONS

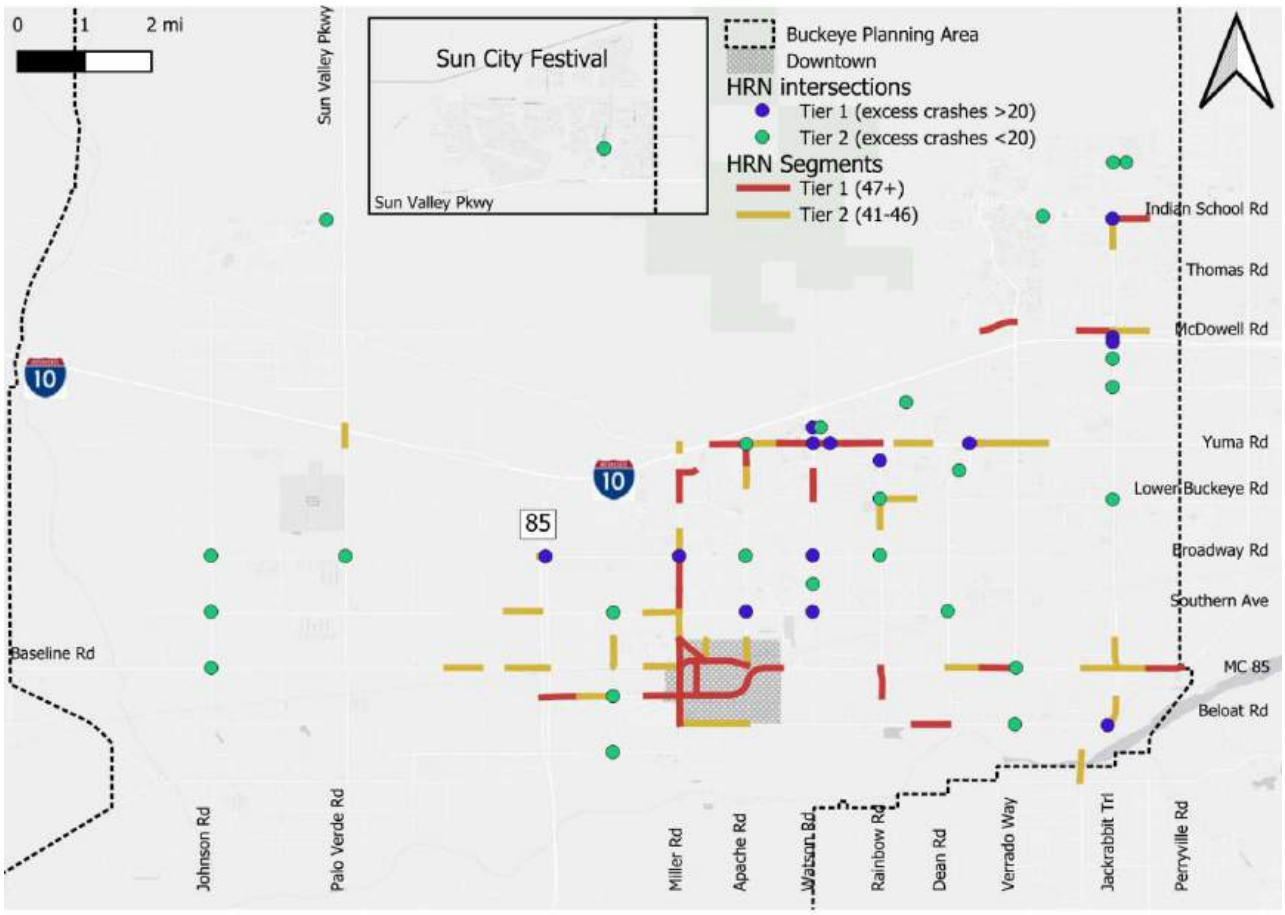
To complement the High-Risk Network, High Injury locations were identified. Similarly to the High-Risk Network, intersections and segments were evaluated for their injury frequency regardless of road ownership or developed/ undeveloped context. High Injury segments are defined as segments with 3 or more non-intersection KSI crashes in a five-year period (2019-2023 in this case) in a one-mile segment. High Injury intersections are defined as locations with three or more KSI crashes in a five-year period. One segment and six intersections met that criteria when crash data from 2019 to 2023 was evaluated. The High Injury locations are listed below and shown in **Figure** 14.

i. Baseline Road from Turner Road to half mile west of Wilson Avenue, 3 KA
ii. SR-85 & Baseline Road, 7 KA
iii. SR-85 & Broadway Road, 6 KA
iv. SR-85 & Southern Avenue, 6 KA
v. SR-85 & Hazen Road, 3 KA
vi. SR-85 & MC-85 Road, 3 KA
vii. Yuma Rd & West Sundance Pkwy, 3 KA

Figure 14: High Injury Segments and Intersections

KEY TAKEAWAYS

A High-Risk Network was identified for the City of Buckeye Planning Area through the evaluation of segments and through the MAG MIST resource for predictive safety analysis of intersections. The Buckeye TSP HRN is shown in **Figure 15.**



**Note – two segments on Old Highway 80 south of the Gila River Floodplain are part of the Tier 2 HRN and are not shown in the map (See Attachment D for full map).*

Figure 15: High Risk Network for Buckeye Planning Area (2019-2023 data)

Segments

- Risk on segments was measured through a risk score, calculated as a weighted score based on the identified risk factors. Five factors were used to define and measure risk, namely Crash History, Downtown Context (Safer Roads and Safer People), Driver Behavior (Safer People and Safer Speeds), Road Geometry (Safer Roads), and Vulnerable Road Users (Safer People).
- The identified High-Risk Network is comprised of 73 segments spread over 34.8 miles. It represents 10% of evaluated miles and 43% of 2019-2023 KSI crashes. It covers Miller Road, Yuma Road, downtown Buckeye, SR-85 crossings, and parts of Baseline Road and MC-85.
- The High Risk Network segments were divided into two tiers. Tier 1 represents the top 5% segments, and Tier 2 represents the top 10% segments.

Intersections

- Intersections were evaluated through the MAG MIST tool, a network screening resource which uses predictive safety analysis for intersections.
- Forty (40) intersections were selected to be included in the HRN, 29 from the Buckeye network screening, 9 from the Maricopa County Screening, and 2 from estimated LOSS4.
- The High-Risk Network intersections were divided into two tiers. Intersection Tier 1 represents the intersections with 20 or more excess crashes and the intersections included in the HRN with estimated LOSS4. Tier 1 has 14 intersections and Tier 2 has 26 intersections.

High Injury Locations

- One segment met the criteria for High Injury Location: Baseline Road from Turner Road to half mile west of Wilson Avenue.
- Six intersections with 3 or more KSI crashes in the five-year period were identified as a High Injury Location, five of which were on SR-85 in addition to the intersection of Yuma Road and Sundance Parkway.

HOW THE HRN INFORMED PROJECT SELECTION

The High-Risk Network and the High Injury Locations were used to guide the selection of project locations for further evaluation. Tier 1 intersections, Tier 1 segments, and all identified high injury locations were included in the project list. Tier 2 intersections and segments were considered for inclusion when they were adjacent to, or located between, Tier 1 locations and demonstrated similar roadway characteristics or crash patterns. Segments and intersections were then grouped by geospatial proximity to develop 31 projects with the highest potential for road safety improvement. **Figure 16** illustrates the relationship between the selected project locations, the High-Risk Network, and the High Injury Locations.

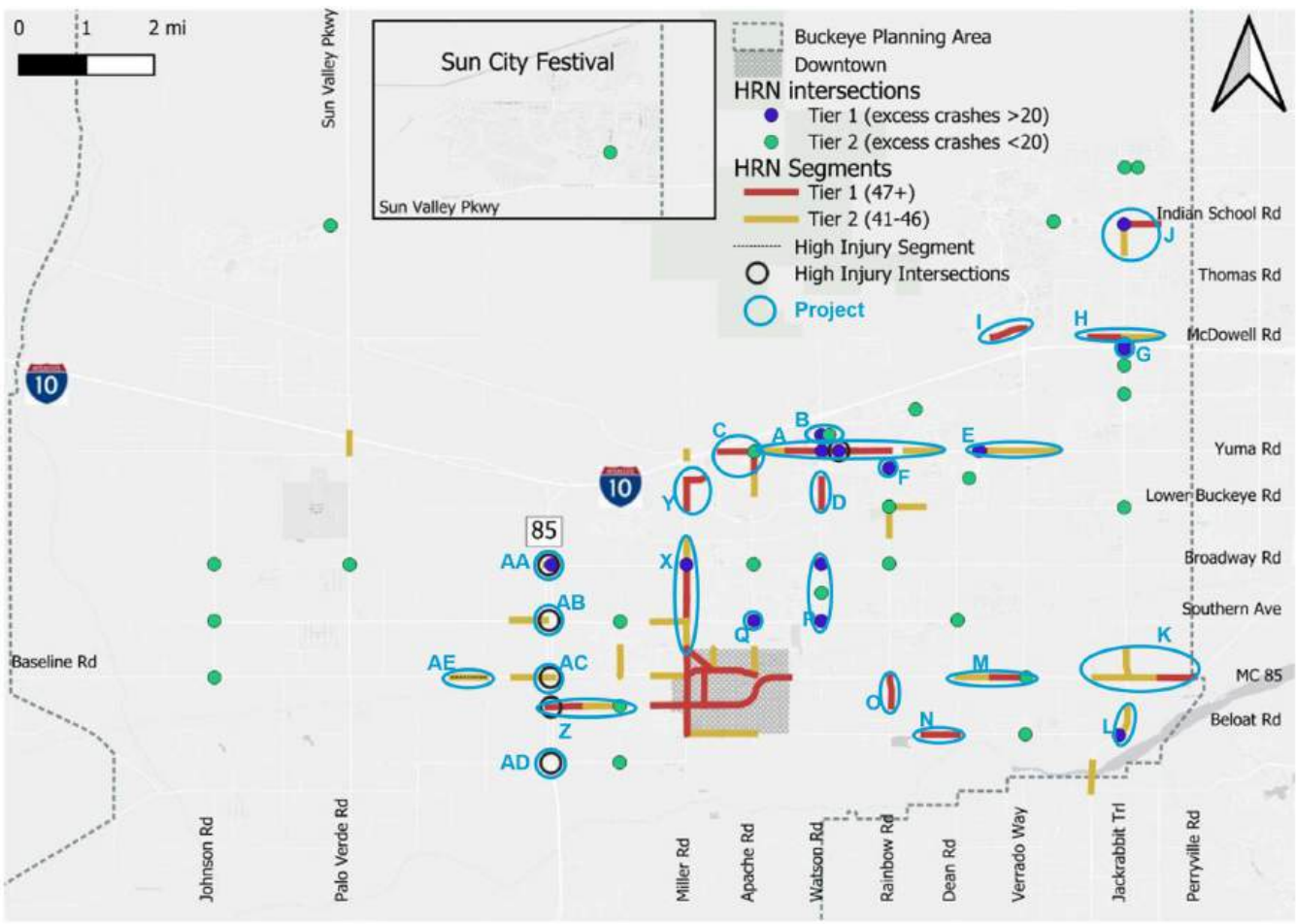


Figure 16: Project Selection, Based on HRN Tiers

TRANSPORTATION SAFETY PLAN
Safer Streets Buckeye

Y2K ENGINEERING

Attachment A – Comparison of Crash Data and Risk Factors

Comparing the location of KA crashes from 2019 to 2023 to the location of the aforementioned risk factors supported the validation of the methodology. Crash types of crashes that occurred more frequently than expected based on the length distributions were identified and highlighted as over-represented. Crash ratios were used to better understand where crashes are over-represented, ratios are defined in this table as the division of crash frequency share over centerline share for each attribute. For example, segments with transit present represent 4% of the centerlines of the network evaluated, but 14% of all KA crashes were observed on these segments. Thus we say that segments with transit present have an over-representation of KA crashes. In this case, the ratio is 14%/4% = 3.5.

Crash % Legend: Ratio >2 | Ratio >3 | Ratio >5

Ratio - for each sub-sample of segment with the selected attribute = Crash frequency % / Centerline %

This column shows the share of road centerlines that corresponds to the attribute in each row. This is the reference to which crash distributions are compared to.

These columns show the crashes are distributed along segments divided by the attributes shown on the left. The ratio highlights represent how these columns compare to the centerline share.

				Fatal and Serious Injury (2019-2023)					
		Centerline		All KA		Ped/Bike KA		Single Vehicle KA	
Attribute	Segment Characteristic	Length (mi)	%	#	%	#	%	#	%
Transit Presence	Present	15.4	4%	25	14%	2	9%	6	14%
	Not Present	328.7	96%	151	86%	20	91%	36	86%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Proximity to School	Present within 1/4 mile	38.4	11%	33	19%	6	27%	7	17%
	Not Present	305.7	89%	143	81%	16	73%	35	83%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Proximity to Parks	Present within 1/4 mile	10.9	3%	12	7%	2	9%	3	7%
	Not Present	333.2	97%	164	93%	20	91%	39	93%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Proximity to Alcohol Establishment	Present within 1/4 mile	30.8	9%	42	24%	9	41%	8	19%
	Not Present	313.3	91%	134	76%	13	59%	34	81%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%

Crash % Legend: Ratio >2 | Ratio >3 | Ratio >5

Ratio - for each sub-sample of segment with the selected attribute = Crash frequency % / Centerline %

This column shows the share of road centerlines that corresponds to the attribute in each row. This is the reference to which crash distributions are compared to.

These columns show the crashes are distributed along segments divided by the attributes shown on the left. The ratio highlights represent how these columns compare to the centerline share.

				Fatal and Serious Injury (2019-2023)					
		Centerline		All KA		Ped/Bike KA		Single Vehicle KA	
Attribute	Segment Characteristic	Length (mi)	%	#	%	#	%	#	%
Curvature >1.05	Present	27.9	8%	7	4%	1	5%	3	7%
	Not Present	316.2	92%	169	96%	21	95%	39	93%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Community Center	Present within 1/4 mile	14.8	4%	12	7%	2	9%	3	7%
	Not Present	329.3	96%	164	93%	20	91%	39	93%
	TOTAL	344.1	100%	176	100%	22.0	100%	42.0	100%
Commercial Zoning	Present	77.4	23%	41	23%	6	27%	7	17%
	Not Present	266.7	77%	135	77%	16	73%	35	83%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Downtown	Within Downtown Buckeye	12.0	3%	11	6%	2	9%	3	7%
	Not Within Downtown	332.1	97%	165	94%	20	91%	39	93%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Industrial Zoning	Present	10.5	3%	7	4%		0%	2	5%
	Not Present	333.6	97%	169	96%	22	100%	40	95%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Speed Limit	<=25 MPH	12.2	4%	5	3%	3	14%	2	5%
	30 MPH	14.2	4%	8	5%	1	5%	1	2%
	35 MPH	50.1	15%	15	9%	4	18%	6	14%
	40 MPH	6.3	2%	4	2%		0%	1	2%
	45 MPH	29.7	9%	36	20%	6	27%	9	21%
	50 MPH	170.6	50%	82	47%	7	32%	13	31%
	55+ MPH	61.0	18%	26	15%	1	5%	10	24%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%

Crash % Legend: Ratio >2 | Ratio >3 | Ratio >5

Ratio - for each sub-sample of segment with the selected attribute = Crash frequency % / Centerline %

This column shows the share of road centerlines that corresponds to the attribute in each row. This is the reference to which crash distributions are compared to.

These columns show the crashes are distributed along segments divided by the attributes shown on the left. The ratio highlights represent how these columns compare to the centerline share.

				Fatal and Serious Injury (2019-2023)					
		Centerline		All KA		Ped/Bike KA		Single Vehicle KA	
Attribute	Segment Characteristic	Length (mi)	%	#	%	#	%	#	%
Bike Facility	Bike Lane	45.2	13%	38	22%	7	32%	8	19%
	Multi-Use Path - Paved	12.2	4%	2	1%	1	5%		0%
	Multi-Use Path - Unpaved	11.8	3%		0%		0%		0%
	Paved Shoulder	53.8	16%	21	12%	1	5%	5	12%
	Recreational Trail	0.2	0%		0%		0%		0%
	None	220.8	64%	115	65%	13	59%	29	69%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Intersection density (minor streets/ mile)	0	153.6	45%	90	51%	9	41%	17	40%
	<1	51.0	15%	15	9%	1	5%	7	17%
	1-3.6	51.3	15%	26	15%	4	18%	6	14%
	3.6-6.3	49.6	14%	30	17%	5	23%	7	17%
	6.3+	38.6	11%	15	9%	3	14%	5	12%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Number of lanes	2-3	299.2	87%	146	83%	17	77%	36	86%
	4	40.1	12%	17	10%	2	9%	5	12%
	>4	4.8	1%	13	7%	3	14%	1	2%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Median presence	Median Present	57.5	17%	36	20%	7	32%	6	14%
	No Media	286.6	83%	140	80%	15	68%	36	86%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%

Crash % Legend: Ratio >2 | Ratio >3 | Ratio >5

Ratio - for each sub-sample of segment with the selected attribute = Crash frequency % / Centerline %

This column shows the share of road centerlines that corresponds to the attribute in each row. This is the reference to which crash distributions are compared to.

These columns show the crashes are distributed along segments divided by the attributes shown on the left. The ratio highlights represent how these columns compare to the centerline share.

				Fatal and Serious Injury (2019-2023)					
		Centerline		All KA		Ped/Bike KA		Single Vehicle KA	
Attribute	Segment Characteristic	Length (mi)	%	#	%	#	%	#	%
Lane Configuration	Undivided - 2 lanes	276.2	80%	126	72%	14	64%	32	76%
	Undivided - 3 lanes	5.6	2%	11	6%	1	5%	3	7%
	Undivided - 4 lanes	4.8	1%	3	2%			1	2%
	Divided 2 lanes	17.4	5%	9	5%	2	9%	1	2%
	Divided 4 lanes	35.3	10%	14	8%	2	9%	4	10%
	Divided >4 lanes	4.8	1%	13	7%	3	14%	1	2%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%
Car free households	Present - within 1/4 mile of a 2010 BG with share of car free HH >4%	92.2	27%	70	40%	10	45%	17	40%
	Not present	251.8	73%	106	60%	12	55%	25	60%
	TOTAL	344.1	100%	176	100%	22	100%	42	100%

Attachment B – List of HRN Segments

SegID	STREET	FROM	TO	Ownership	Length (miles)	HRN Tier	TOTAL HRN POINTS	BEHAVIOR POINTS	GEOMETRY POINTS	VRU POINTS	CONTEXT POINTS	CRASH HISTORY POINTS
5331	E MC 85	W BASELINE RD	W EASTON	City of Buckeye	0.33	Tier 1	73	18	30	20	5	0
5330	E MC 85	W EASTON	N 7TH ST	City of Buckeye	0.56	Tier 1	66	18	14	20	5	9
5543	W MC 85	N 4TH ST	N 1ST ST	City of Buckeye	0.25	Tier 1	66	18	20	20	5	3
5329	E MC 85	N 5TH ST	N 4TH ST	City of Buckeye	0.08	Tier 1	63	18	20	20	5	0
5885	E MC 85	N 7TH ST	N 5TH ST	City of Buckeye	0.17	Tier 1	63	18	20	20	5	0
5547	S MILLER RD	W SOUTHERN AVE	W COPPER FALLS BLVD	City of Buckeye	0.39	Tier 1	60	22	21	14	0	3
5574	N 4TH ST	E MC 85	W BASELINE RD	City of Buckeye	0.61	Tier 1	60	18	20	14	5	3
5570	W MC 85	N 1ST ST	S 255TH AVE	MCDOT	0.50	Tier 1	59	30	10	14	5	0
5550	E BASELINE RD	W BASELINE RD	N CENTRAL BLVD	MCDOT	0.64	Tier 1	58	10	20	20	5	3
5585	N 1ST ST	W MC 85	W BASELINE RD	City of Buckeye	0.52	Tier 1	57	18	20	11	5	3
5520	S MILLER RD	W BASELINE RD	N ALARCON BLVD	City of Buckeye	0.47	Tier 1	54	6	20	20	5	3
5534	S 1ST ST	S MILLER RD	N 1ST ST	City of Buckeye	0.25	Tier 1	54	18	20	11	5	0
5609	W YUMA RD	N SUNDANCE PKWY W	S WATSON RD	City of Buckeye	0.25	Tier 1	54	22	12	11	0	9
5535	S MILLER RD	W LOWER BUCKEYE RD	W DURANGO ST	City of Buckeye	0.49	Tier 1	53	18	21	11	0	3
5525	S APACHE RD	W DURANGO ST	W YUMA RD	City of Buckeye	0.33	Tier 1	52	30	14	5	0	3
5529	S WATSON RD	W LOWER BUCKEYE RD	W DURANGO ST	City of Buckeye	0.49	Tier 1	52	11	21	8	0	12
5582	N ALARCON BLVD	W KINO PL	W MARICOPA RD	City of Buckeye	0.45	Tier 1	52	10	20	14	5	3
5498	S MILLER RD	W BELOAT RD	S 1ST ST	City of Buckeye	0.25	Tier 1	51	18	14	11	5	3
5510	S MILLER RD	W COPPER FALLS BLVD	W BROADWAY RD	City of Buckeye	0.61	Tier 1	51	22	17	9	0	3
5606	W BASELINE RD	N 4TH ST	N 1ST ST	City of Buckeye	0.28	Tier 1	50	5	23	17	5	0
5055	W MC 85	DS@2640W S ROOKS RD	S SR 85	MCDOT	0.47	Tier 1	49	30	10	6	0	3

SegID	STREET	FROM	TO	Ownership	Length (miles)	HRN Tier	TOTAL HRN POINTS	BEHAVIOR POINTS	GEOMETRY POINTS	VRU POINTS	CONTEXT POINTS	CRASH HISTORY POINTS
5126	W YUMA RD	DS@2640W S RAINBOW RD	DS@3943W S RAINBOW RD	City of Buckeye	0.25	Tier 1	49	22	16	11	0	0
5326	W MCDOWELL RD	N VERRADO WAY	DS@2640W N VERRADO WAY	City of Buckeye	0.50	Tier 1	49	30	16	0	0	3
5647	W MC 85	S SR 85	S SR 85	MCDOT	0.09	Tier 1	49	30	10	0	0	9
5038	W MC 85	S VERRADO WAY	DS@2640W S VERRADO WAY	MCDOT	0.50	Tier 1	48	20	17	5	0	6
5054	W YUMA RD	S APACHE RD	S 247TH AVE	City of Buckeye	0.50	Tier 1	48	24	10	11	0	3
5095	W BELOAT RD	S DEAN RD	DS@2640W S DEAN RD	MCDOT	0.50	Tier 1	48	20	20	5	0	3
5127	W YUMA RD	S RAINBOW RD	DS@2640W S RAINBOW RD	City of Buckeye	0.50	Tier 1	48	17	16	6	0	9
5199	W MC 85	S PERRYVILLE RD	DS@2640W S PERRYVILLE RD	MCDOT	0.50	Tier 1	48	20	17	5	0	6
5122	W INDIAN SCHOOL RD	N 191ST AVE	N 195TH AVE	MCDOT	0.51	Tier 1	47	27	14	0	0	6
5170	W YUMA RD	DS@2640W S VERRADO WAY	S DEAN RD	MCDOT	0.18	Tier 1	47	17	21	9	0	0
5214	W YUMA RD	S WATSON RD	DS@2640W S WATSON RD	City of Buckeye	0.50	Tier 1	47	24	6	8	0	9
5226	W MCDOWELL RD	N JACKRABBIT TRL	N 199TH AVE	City of Buckeye	0.50	Tier 1	47	30	14	0	0	3
5258	W MC 85	S SHEPARDS TRL	W BASELINE RD	MCDOT	0.38	Tier 1	47	30	4	8	5	0
5351	S RAINBOW RD	W SOUTH MOUNTAIN AVE	W MC 85	MCDOT	0.51	Tier 1	47	19	20	5	0	3
5580	W BASELINE RD	N CENTRAL BLVD	N 4TH ST	City of Buckeye	0.12	Tier 1	47	5	20	17	5	0
5659	W DURANGO ST	S 249TH AVE	S MILLER RD	City of Buckeye	0.24	Tier 1	47	19	14	11	0	3
5151	W SOUTHERN AVE	S MILLER RD	DS@2640W S MILLER RD	City of Buckeye	0.50	Tier 2	46	24	14	8	0	0
5171	W YUMA RD	S VERRADO WAY	DS@2640W S VERRADO WAY	City of Buckeye	0.50	Tier 2	46	17	17	12	0	0
5196	W BELOAT RD	S 7TH ST	S MILLER RD	City of Buckeye	0.51	Tier 2	46	0	27	14	5	0
5560	N CENTRAL BLVD	W KINO PL	E MARICOPA RD	City of Buckeye	0.31	Tier 2	46	10	20	11	5	0
5562	W YUMA RD	S TUTHILL RD	S VERRADO WAY	City of Buckeye	0.47	Tier 2	46	17	20	9	0	0
5192	W LOWER BUCKEYE RD	S 223RD AVE	S RAINBOW RD	MCDOT	0.51	Tier 2	45	20	14	11	0	0

SegID	STREET	FROM	TO	Ownership	Length (miles)	HRN Tier	TOTAL HRN POINTS	BEHAVIOR POINTS	GEOMETRY POINTS	VRU POINTS	CONTEXT POINTS	CRASH HISTORY POINTS
5232	W YUMA RD	S WINDMILL VILLAGE BLVD S	DS@2640W S WINDMILL VILLAGE BLVD S	City of Buckeye	0.50	Tier 2	45	17	16	9	0	3
5348	S ROOKS RD	W BASELINE RD	W MARICOPA RD	City of Buckeye	0.50	Tier 2	45	20	20	5	0	0
5443	S TUTHILL RD	EOP	DS@2640N EOP	MCDOT	0.50	Tier 2	45	30	10	5	0	0
5541	S PALO VERDE RD	DS@5267N W BUCKEYE AIRPORT ENTRANCE	DS@7091N W BUCKEYE AIRPORT ENTRANCE	City of Buckeye	0.35	Tier 2	45	25	17	0	0	3
5548	S APACHE RD	W BASELINE RD	E MARICOPA RD	City of Buckeye	0.45	Tier 2	45	18	14	8	5	0
5244	W MCDOWELL RD	N 191ST AVE	N JACKRABBIT TRL	MCDOT	0.50	Tier 2	44	24	20	0	0	0
5247	W MC 85	S JACKRABBIT TRL	S 203RD AVE	MCDOT	0.50	Tier 2	44	20	10	8	0	6
5395	S JACKRABBIT TRL	W BELOAT RD	S JACKRABBIT TRL	MCDOT	0.50	Tier 2	44	20	13	5	0	6
5566	W KINO PL	N CENTRAL BLVD	N ALARCON BLVD	City of Buckeye	0.06	Tier 2	44	18	10	11	5	0
5612	W BROADWAY RD	S SR 85	S SR 85	City of Buckeye	0.09	Tier 2	44	19	10	0	0	15
5661	W BASELINE RD	S SR 85	S SR 85	MCDOT	0.09	Tier 2	44	22	10	0	0	12
5707	S OLD US HWY 80	DS@13055S W DESERT ROSE RD	DS@28374E W DESERT ROSE RD	MCDOT	2.90	Tier 2	44	20	13	5	0	6
5107	W BASELINE RD	N 1ST ST	DS@2640W N 1ST ST	City of Buckeye	0.50	Tier 2	43	17	10	11	5	0
5359	S APACHE RD	DS@2640N W LOWER BUCKEYE RD	W DURANGO ST	City of Buckeye	0.41	Tier 2	43	30	8	5	0	0
5517	S MILLER RD	N ALARCON BLVD	W SOUTHERN AVE	City of Buckeye	0.50	Tier 2	43	16	10	14	0	3
5037	W MC 85	DS@2640W S VERRADO WAY	S DEAN RD	MCDOT	0.51	Tier 2	42	20	17	5	0	0
5198	W MC 85	DS@2640W S PERRYVILLE RD	S JACKRABBIT TRL	MCDOT	0.47	Tier 2	42	20	17	5	0	0
5213	W YUMA RD	DS@2640W S WATSON RD	S APACHE RD	City of Buckeye	0.50	Tier 2	42	24	4	14	0	0
5545	S MILLER RD	W BROADWAY RD	W RANCHO VISTA DR	City of Buckeye	0.28	Tier 2	42	18	10	14	0	0

SegID	STREET	FROM	TO	Ownership	Length (miles)	HRN Tier	TOTAL HRN POINTS	BEHAVIOR POINTS	GEOMETRY POINTS	VRU POINTS	CONTEXT POINTS	CRASH HISTORY POINTS
5710	S OLD US HWY 80	W OLD US HWY 80	W DESERT ROSE RD	MCDOT	2.99	Tier 2	42	20	13	0	0	9
5024	W BASELINE RD	S TURNER RD	DS@2640W S TURNER RD	MCDOT	0.50	Tier 2	41	22	10	0	0	9
5040	W SOUTHERN AVE	S SR 85	DS@2640W S SR 85	MCDOT	0.50	Tier 2	41	25	10	0	0	6
5056	W MC 85	S ROOKS RD	DS@2640W S ROOKS RD	MCDOT	0.50	Tier 2	41	20	10	11	0	0
5065	W BASELINE RD	S SR 85	DS@2640W S SR 85	MCDOT	0.50	Tier 2	41	22	10	0	0	9
5197	W BELOAT RD	S APACHE RD	S 7TH ST	City of Buckeye	0.50	Tier 2	41	8	17	11	5	0
5376	S JACKRABBIT TRL	W MC 85	DS@2640N W MC 85	MCDOT	0.50	Tier 2	41	17	10	5	0	9
5424	S RAINBOW RD	DS@2640N W BROADWAY RD	W LOWER BUCKEYE RD	City of Buckeye	0.51	Tier 2	41	17	10	11	0	3
5531	S MILLER RD	W RANCHO VISTA DR	W WARNER ST	City of Buckeye	0.17	Tier 2	41	13	14	14	0	0
5592	N 195TH AVE	N JACKRABBIT TRL	W INDIAN SCHOOL RD	City of Buckeye	0.50	Tier 2	41	27	14	0	0	0
5853	S MILLER RD	W TONOPAH SALOME HWY	I10 MILLER RD WB OP	City of Buckeye	0.11	Tier 2	41	30	6	5	0	0

Attachment C – List of Intersections Identified as Level of Service of Safety Four

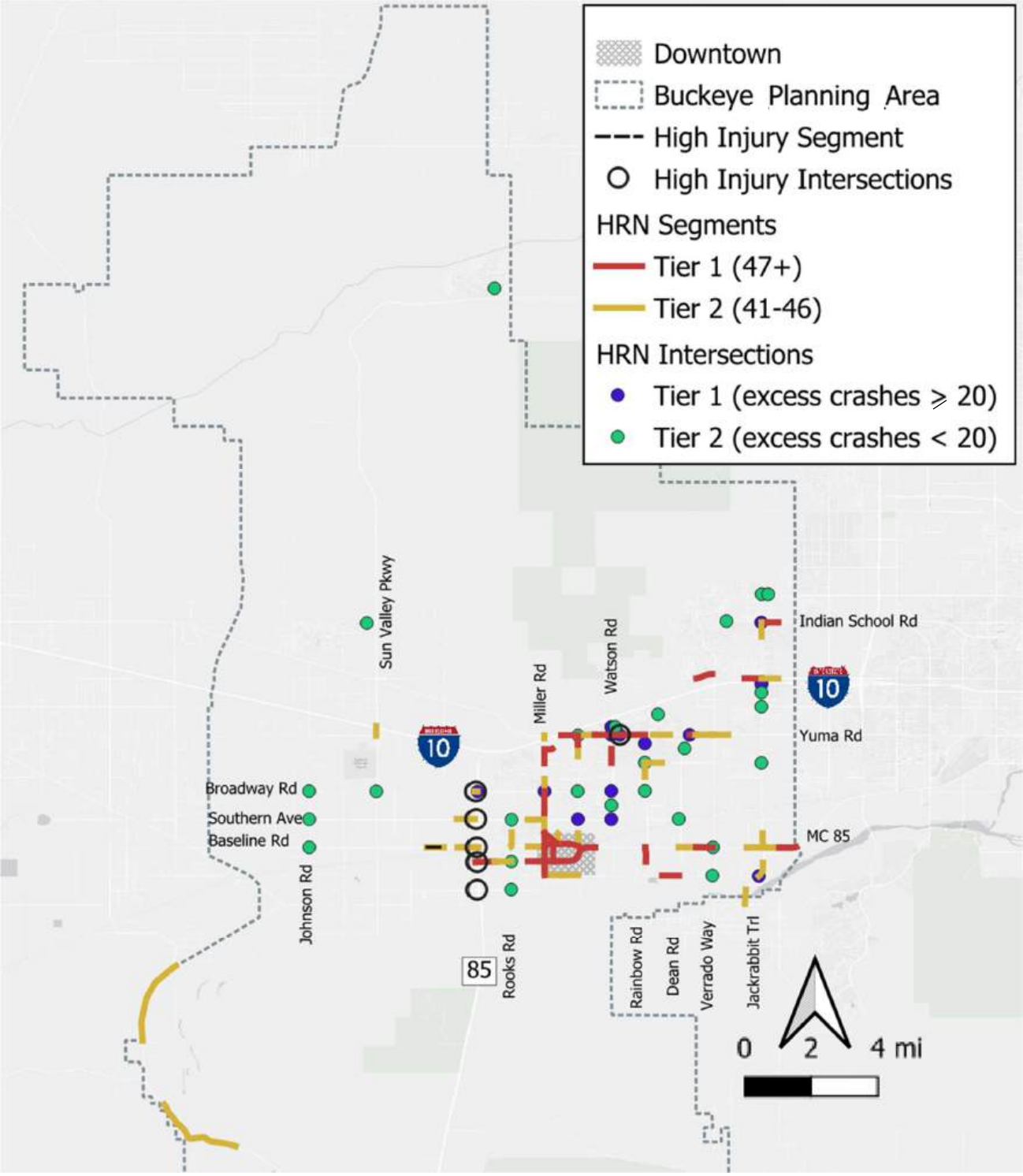
Intersection	Inclusion Criteria	#Legs	From MIST						Tier
			Urban/ Rural	Major AADT	Minor AADT	Traffic Control	Crash Rate	Excess Expected Average Crash Frequency with EB	
Yuma Rd & Watson Rd	Buckeye Screening	4	U	38886	10884	Signal	0.997	87	1
Watson Rd & Sundance Ave	Buckeye Screening	3	U	38886	4865	Signal	0.647	61	1
Watson Rd & Broadway Rd	Buckeye Screening	4	R	3894	5972	Stop	1.728	47	1
SR-85 & Broadway Rd	Buckeye Screening	4	R	23609	3003	Stop	0.652	45	1
Jackrabbit Trl & I-10 Eastbound	Buckeye Screening	4	U	7046	12001	Stop	0.591	29	1
Yuma Rd & Sundance Pkwy	Buckeye Screening	4	U	10884	4865	Signal	0.986	28	1
Jackrabbit Trl & Indian School Rd	Buckeye Screening	4	U	6900	2834	Signal	1.313	26	1
Jackrabbit Trl & I-10 Westbound	Buckeye Screening	4	U	6787	14817	Stop	0.437	24	1
Miller Rd & Broadway Rd	Buckeye Screening	4	R	3448	24804	Stop	0.399	24	1
Watson Rd & Southern Ave	Buckeye Screening	3	R	15263	3582	Stop	0.485	24	1
Yuma Rd & Dean Rd	Buckeye Screening	3	U	2059	10884	Signal	0.847	24	1
Southern Ave & Apache Rd	Buckeye Screening	4	R	4898	15263	Stop	0.513	22	1
MC-85 & Airport Rd	Buckeye Screening	4	U	8352	5395	Stop	0.554	18	2
Watson Rd & Roeser Rd	Buckeye Screening	3	R	3582	4865	Stop	0.721	16	2
Jackrabbit Trl & Lower Buckeye Rd	County screening	4	U	4938	2015	Stop	0.788	13	2
Broadway Rd & Apache Rd	Buckeye Screening	4	R	4898	3448	Stop	0.62	11	2
Rainbow Rd & Broadway Rd	Buckeye Screening	4	R	3894	2714	Stop	0.691	10	2
195Th Ave & Camelback Rd	County screening	4	U	2834	1797	Stop	0.789	8	2
Baseline Rd & Johnson Rd	Buckeye Screening	4	R	4766	514	Stop	0.634	8	2
Sundance Pkwy & Sundance Ave	Buckeye Screening	3	U	4865	4865	Stop	0.375	8	2
Sundance Pkwy & Van Buren St	Buckeye Screening	3	U	4865	4865	Stop	0.313	6	2
Jackrabbit Trl & Roosevelt St	County screening	3	U	14817	1797	Stop	0.165	5	2

Intersection	Inclusion Criteria	#Legs	From MIST						Tier
			Urban/ Rural	Major AADT	Minor AADT	Traffic Control	Crash Rate	Excess Expected Average Crash Frequency with EB	
Southern Ave & Rooks Rd	Buckeye Screening	4	R	100	15263	Stop	0.139	5	2
Rainbow Rd & Lower Buckeye Rd	Buckeye Screening	4	U	2485	3059	Stop	0.384	4	2
Sundance Pkwy & Dean Rd	Buckeye Screening	4	U	2059	4865	Stop	0.308	4	2
W Blue Horizons Pkwy & Jackrabbit Trl	Buckeye Screening	3	U	4753	4865	Stop	0.19	4	2
Yuma Rd & Apache Rd	Buckeye Screening	3	U	5701	5062	Stop	0.198	4	2
Beloat Rd & Airport Rd	County screening	3	U	3778	5395	Stop	0.166	3	2
Canyon Springs Blvd & Desert Vista Blvd	Buckeye Screening	4	R	1646	752	Stop	0.635	3	2
Indian School Rd & Acacia Way	Buckeye Screening	3	U	2930	4865	Stop	0.234	3	2
293Rd Ave & Tartesso Pkwy	Buckeye Screening	3	R	1646	752	Stop	0.381	2	2
Dean Rd & Southern Ave	County screening	3	U	2059	2572	Stop	0.329	2	2
Hazen Rd & Rooks Rd	County screening	4	R	2399	78	Stop	0.492	2	2
MC-85 & Rooks Rd	Buckeye Screening	4	R	4114	78	Stop	0.29	2	2
Southern Ave & Johnson Rd	Buckeye Screening	4	R	755	1390	Stop	0.568	2	2
193Rd Dr & Camelback Rd	County screening	3	U	1797	1797	Stop	0.169	1	2
Broadway Rd & Palo Verde Rd	County screening	3	R	2039	54	Stop	0.145	0	2
Johnson Rd & Broadway Rd	County screening	3	R	54	755	Stop	0.376	0	2
Beloat Rd & Jackrabbit Trl	Estimate - County	3	R	Not available		Stop	Not available		1
Rainbow Rd & Sundance Pkwy	Estimate - City	4	U	Not available		Stop	Not available		1

From the Maricopa County Network screening – At the boundary the Buckeye Planning Area, not included in the HRN, listed for reference

1. Baseline Rd & 331st Ave
2. Perryville Rd & McDowell Rd
3. Perryville Rd & Yuma Rd
4. 331st Ave & Salome Hwy
5. Perryville Rd & I-10 Exit 122 G-Ramp
6. Mc 85 & Perryville Rd
7. Perryville Rd & Olive Ave

Attachment D – Full Planning Area Map



APPENDIX D:

PHASE 1 COMMUNITY ENGAGEMENT SUMMARY

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1 Background

The City of Buckeye is developing its first Transportation Safety Plan (TSP) as part of the United States Department of Transportation Safe Roads and Streets for All (SS4A) Program. Buckeye was awarded a grant from the program of $600,000 and has set aside $150,000 to develop the plan. To create an effective TSP, community and stakeholder engagement are key. Public engagement is important as the City aims to create a plan that meets the needs and values of the community, ensuring broad support. This approach recognizes that everyone plays a role and shares responsibility in enhancing transportation safety. Agency stakeholder engagement is also very important because several agencies have responsibility over facilities and policies that are related to plan implementation.

The TSP Team has developed a Public Engagement Plan to guide engagement with the public during the plan process. Public Engagement during plan development was conducted in a three-phase effort as shown in **Figure 1**.

Figure 1 – Public Engagement Schedule

During Phase 1, the TSP Team engaged the public at community events, using an online survey, and at a virtual community meeting. The team also developed and distributed or posted informational materials. This report summarizes public engagement activities and results between January 1 and March 21, 2025. The results are summarized in **Figure 2**.

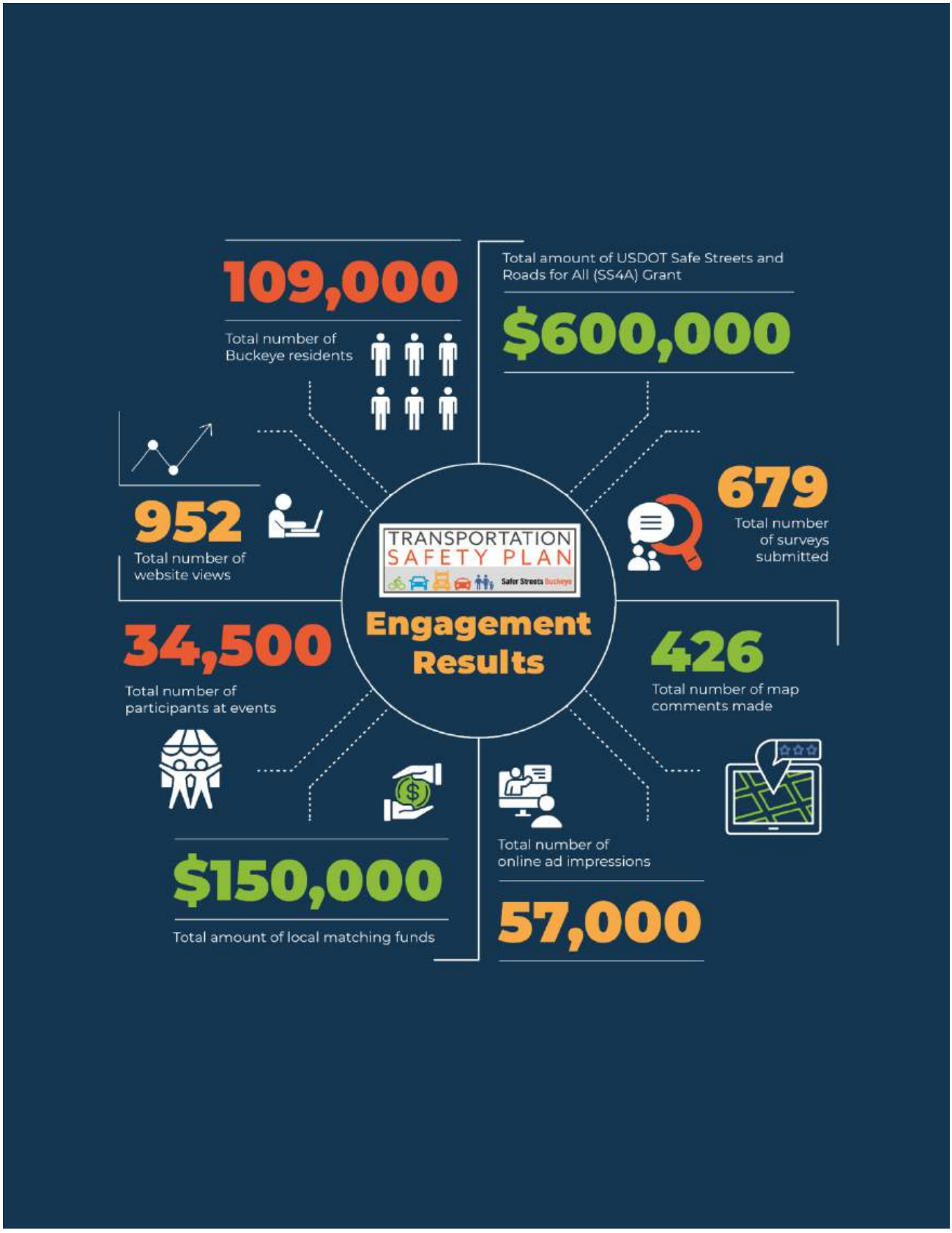


Figure 2 – Public Engagement Results

2 Materials

To facilitate communication with the public, the TSP Team created fact sheets, social media posts, a webpage, an online survey, online ads, flyers, window clings, A-frame signs, an email message, a press release, and giveaway items for events.

Fact Sheet

The fact sheet provides background on the SS4A program, recent Buckeye crash statistics, TSP Team contact information and the plan development process. It is a bilingual document, with English on one side and Spanish on the reverse. The Phase 1 fact sheet is included as **Appendix A**.

Social Media

Social media posts were created during Phase 1 to accomplish two goals—obtain survey responses and publicize the Phase 1 Community Virtual Meeting. The posts were posted on Facebook, Instagram, X and NextDoor.

Post Topic	Platform		Date	Reactions
Take the Survey	X		02/12/2025	93 views, 2 likes
Take the Survey	X		01/31/2025	298 views, 1 repost
Take the Survey	Instagram		02/12/2025	1 like, 915 views
Take the Survey	Instagram		01/31/2025	22 likes, 555 views
ICYMI: Public Meeting	Instagram		03/05/2025	3 likes, 429 views
Attend the Meeting	Facebook		02/13/2025	3 likes
Attend the Meeting	Facebook		02/13/2025	3 likes, 701 views
ICYMI: Public Meeting	Facebook		03/05/2025	24 likes, 10 comments, 11,300 views
Take the Survey	Facebook		02/12/2025	4 likes, 703 views
Take the Survey	Facebook		01/31/2025	17 likes, 10 shares, 2 comments, 6,300 views
Take the Survey	Nextdoor		01/31/2025	3,969 impressions
Attend the Meeting	Nextdoor		02/12/2025	3,658 impressions
ICYMI: Public Meeting	Nextdoor		03/05/2025	2,085 impressions

Table 1 - Social Media Posts and Reactions

Webpage

The webpage was launched on January 16, 2025, and included the same information that is featured on the Phase 1 fact sheet, a link to the online survey, and a link to opt in to the mailing list. Images of the webpage are included as **Appendix B**.

Online Ads

Online ads were developed and published on AZCentral.com, a regional news source with a large share of subscribers and viewers. The ads included information on the public meeting and were linked to the project webpage. Ads were published between February 19 and February 25 and garnered approximately 57,000 views. Online ads are included as **Appendix C**.

Flyers

Flyers were developed and distributed to activity centers within Buckeye, including City Hall, The Landing, Buckeye Senior Center, Buckeye Downtown Library and Buckeye Coyote Library. Flyer content was simple and graphically intensive, with primary and secondary calls to action. The first was to attend the virtual meeting. The second was to take the online survey. A QR code to the project webpage was highlighted on the flyer, which is included as **Appendix D**.

Window Clings

To develop a notice that could be displayed for the duration of the TSP effort, a window cling was designed and displayed at City Hall, The Landing, Buckeye Water Resources Service Center, Buckeye Senior Center, Buckeye Downtown Library and Buckeye Coyote Library. The window cling features basic project information and a QR code to the project webpage. The window cling is included in this report as **Appendix E** and is shown in **Figure 3.**

Figure 3 - Window Cling

A-Frame Signs

A-frame signs were posted with a notice featuring a call to action to take the online survey, basic project information and a QR code to the project webpage. Locations included Sundance Park, Earl Edgar Park and Skyline Regional Park. The design includes text in English and Spanish. It is included in this report as **Appendix F**.

Email

A graphically intensive email message was sent using Buckeye's GovDelivery account to 4,214 recipients on February 6 and 16. The email message encouraged primary and secondary calls to action. The first was to attend the virtual meeting. The second was to take the online survey. A

link to the project webpage was highlighted on email and newsletters which are included as **Appendix G**. This information was also included in the city's bi-weekly newsletter on January 31 and February 12 which went to 15,714 recipients.

Press Release

A press release was drafted and sent to 12 media outlets on January 27. It encouraged readers to attend the virtual meeting. The notice earned two placements —one in the West Valley View and one in Signals AZ. The press release is included as **Appendix H**.

Giveaway Items

To encourage engagement with TSP Team members, giveaway items were designed and distributed at two highly-attended community events—Buckeye Days and the Buckeye Air Fair. The items are branded with the project name and feature the webpage URL to enable recipients to review project information. Giveaway items include color changing pencils, sticky note pads, stickers and bookmarks. These items are included as **Appendix I**.

3 Community Events

Approximately 34,500 community members attended the two community events at which the TSP Team participated. TSP Team members encouraged community members who stopped by the TSP table to play a game by placing multicolored pom poms into mason jars labeled with modes of transportation according to which modes they use. Then, community members were invited to take the online survey using their phone or an electronic tablet. If community members declined to take the survey at the event, TSP Team members encouraged them to take it later by using the QR code or URL imprinted on the giveaway items.

Table 2 shows relevant community event details, including the dates and locations and approximate number of attendees.

Event Name	Date	Location	Number of Attendees
Buckeye Days	January 25, 2025	Downtown Buckeye	4,500
Buckeye Air Fair	February 15, 2025	3000 S. Palo Verde Rd	30,000

Table 2 – Community Events

4 Virtual Community Meeting

On Thursday, February 27, 2025, the TSP Team held a virtual community meeting using Zoom. The purpose of the meeting was to inform community members of the TSP and their role in developing it and to obtain feedback and answer questions. Thirteen members of the TSP Team and other City of Buckeye staff and fifteen members of the public participated in the meeting. The meeting agenda included instructions on the use of Zoom, introductions to the TSP Team, recent Buckeye crash data, a description and timeline of the plan development process, an overview of public engagement, a question-and-answer session and two Zoom polls. During the presentation, the meeting facilitator broadcast important information in the chat, including the webpage URL and a notification that Spanish interpretation was provided on the participant panel within the meeting.

Zoom Polls

Zoom Poll Question 1 was used to determine the best way to engage with members of the community and Zoom Poll Question 2 was used to determine the highest transportation safety concern of attendees.

Question 1 showed 66% of meeting attendees prefer to be engaged by email. **Figure 4** shows the distribution of responses. Question 2 showed 42% of respondents are most concerned about intersections. **Figure 5** shows the distribution of responses for question 2.

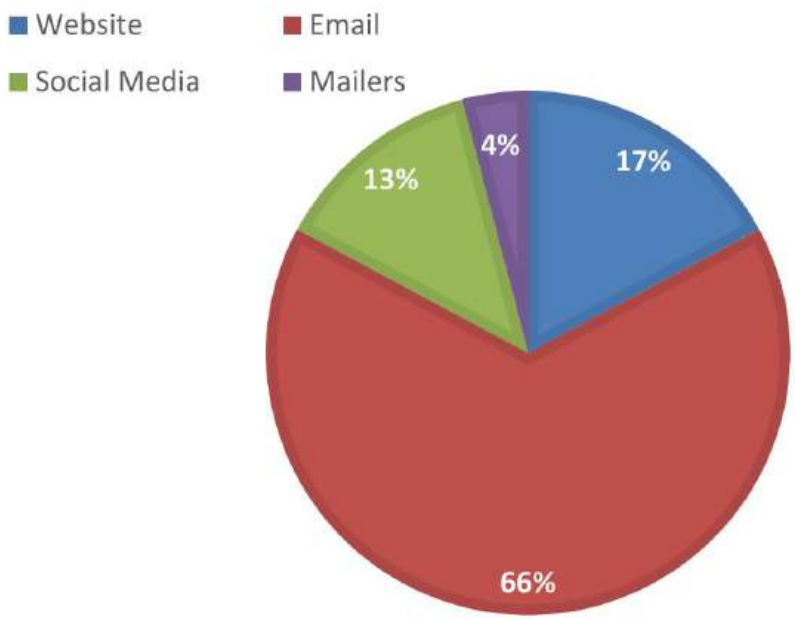


Figure 4 – Zoom Poll: What is the best way for the Transportation Safety Plan team to share information with you?

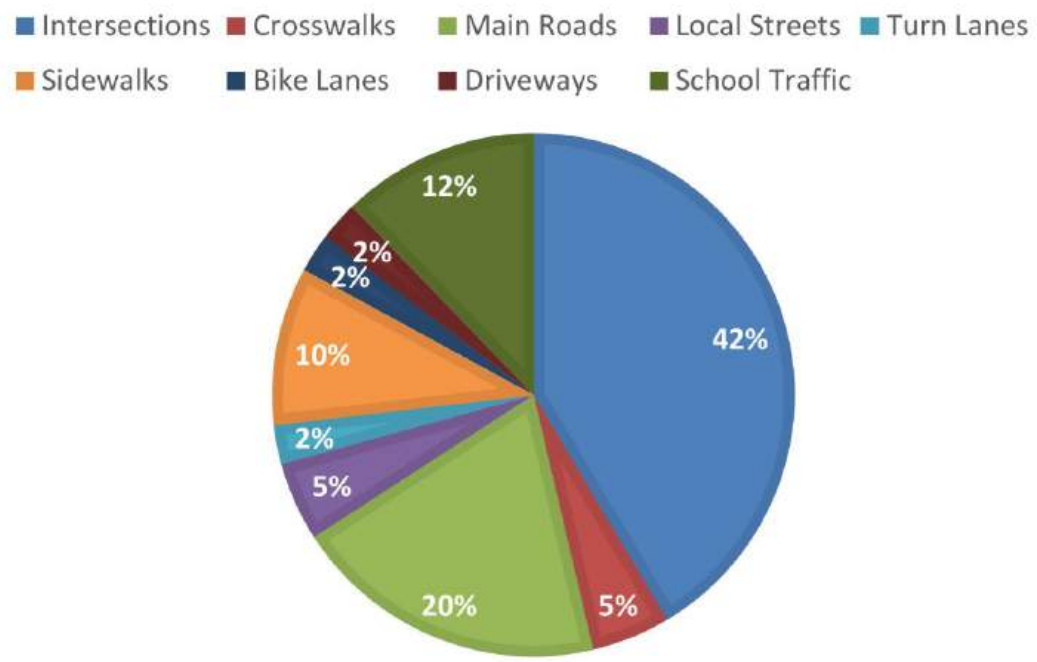


Figure 5 – Zoom Poll: What areas of the transportation network in Buckeye are of the most concern to you?

The meeting participants asked ten questions and provided one comment. Question and comment themes were:

- Funding for future improvements
- Potential improvements like speed bumps, lane striping, enforcement and on-street parking in residential areas

The meeting presentation is included as **Appendix J** and a transcript of the Q & A portion of the meeting is included as **Appendix K**.

5 Online Survey

An online survey was conducted from January 22 to March 21, 2025, to assess travelers' perceptions of safety and identify areas of the transportation network and behaviors that contribute to safety concerns. The survey consisted of two activities that were displayed on the TSP webpage. The first activity was a survey questionnaire with thirteen questions. The second activity was a social map activity. Printed copies of the questionnaire were made available to collect feedback from individuals without access to online survey tools. Ten printed survey copies were returned, the data from which was added to the online results data set.

The online activities were available in the following languages: English, Spanish, Mandarin (Simplified), Tagalog, Vietnamese, French (Canadian), Arabic, Korean, Hindi, Russian and Portuguese (Brazilian).

Notifications

Buckeye transportation network users were notified of the survey via social media posts, newsletters, email blasts, window clings and A-frame signs. In addition, the Team asked people to respond to the survey during in-person events and the virtual community meeting and encouraged respondents to share the survey with others.

Respondents

A total of 1,106 responses were provided for the questionnaire and the social map. Overall, 61% of responses were input via a mobile device, 35.75% via desktop and 3.25% via electronic tablet.

Questionnaire

Of the 1,106 total survey responses, 679 were questionnaire responses. The survey questionnaire consisted of thirteen questions which are shown below with summarized response data. Survey data is included as **Appendix L.**

Question 1 - Thinking of your experience traveling in Buckeye, do you agree that Buckeye streets are safe?

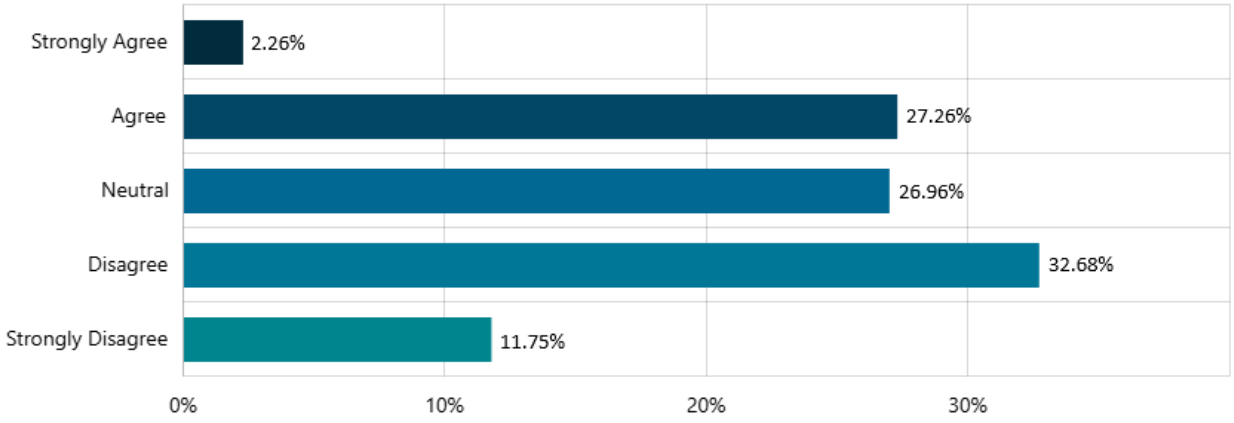


Figure 6 – Question 1 Response Distribution

97.79% of respondents answered Question 1. Responses to Question 1 indicate that most respondents disagreed that Buckeye streets are safe; however, a nearly equal share selected "agree" or "neutral."

Question 2 - Which areas are of greatest safety concern to you? Rank the following areas in order from most concerning to least concerning.

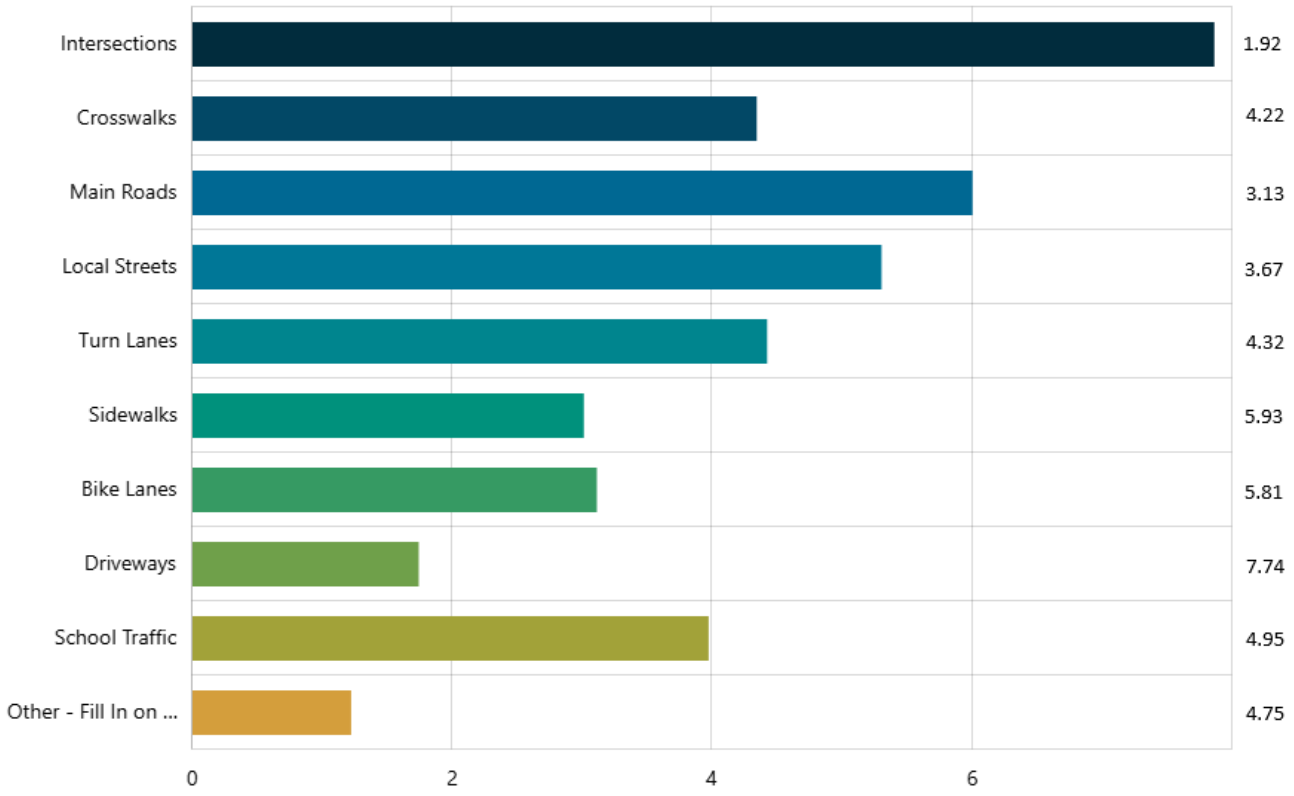


Figure 7 – Question 2 Response Distribution

Question 2 was answered by 90.13% of respondents. They selected intersections, main roads, local streets, turn lanes and school traffic as the areas of greatest safety concern. In addition to the listed areas, respondents had the option of selecting "other" and providing additional areas in Question 3.

Question 3 – Other – This question field was used for those who ranked "Other" for Question 2.

Figure 8 – Question 3 Responses Aggregated in Word Cloud Format

19.15% of respondents opted to rank another option. Stop signs, intersections, signals and speeding occurred most often in the Question 3 comments.

Question 4 – Which behaviors are of greatest safety concern to you? Rank the following behaviors in order from most concerning to least concerning.

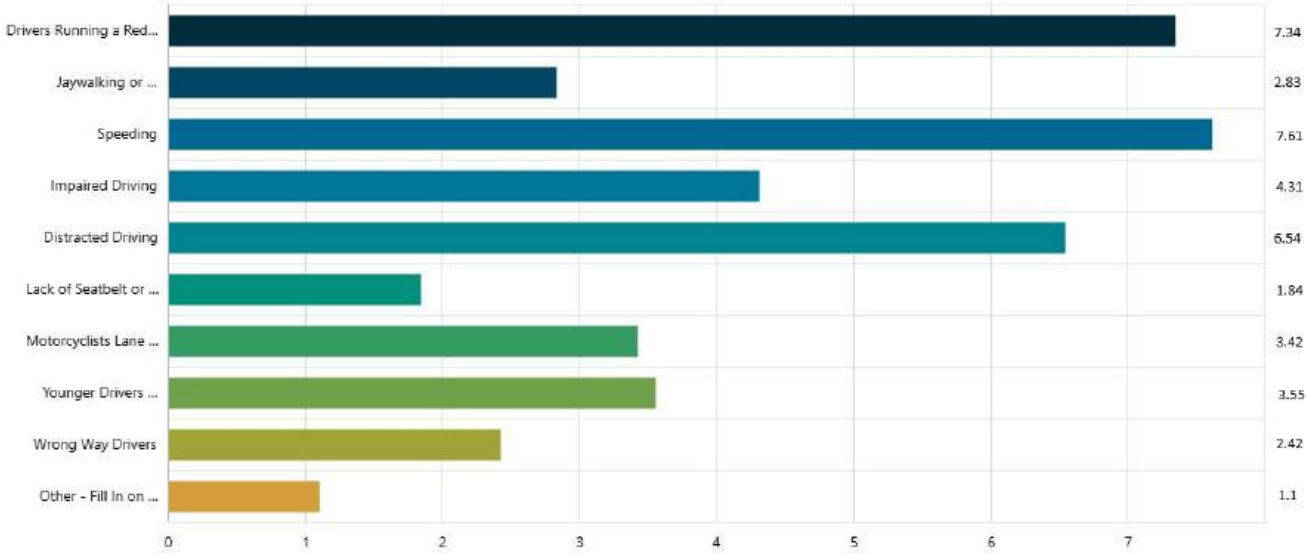


Figure 9 – Question 4 Response Distribution

Question 4 was answered by 89.4% of respondents. They ranked speeding, red light running, distracted driving and impaired driving as the most concerning behaviors they observe. In addition to the listed areas, respondents had the option to select and provide additional locations in Question 5.

Question 5 – Other – This question field was used for those who ranked "Other" for Question 4.

Figure 10 – Question 5 Responses Aggregated in Word Cloud Format

15.91% of respondents opted to include another option. Speeding, running a stop sign, reckless driving, bicycling and maneuvers in intersections were named as the most concerning "other" behaviors.

Question 6 – Which of the following strategies would you like to see Buckeye implement to enhance safety for pedestrians, cyclists, public transit users and drivers? Rank the following strategies in order of preference.

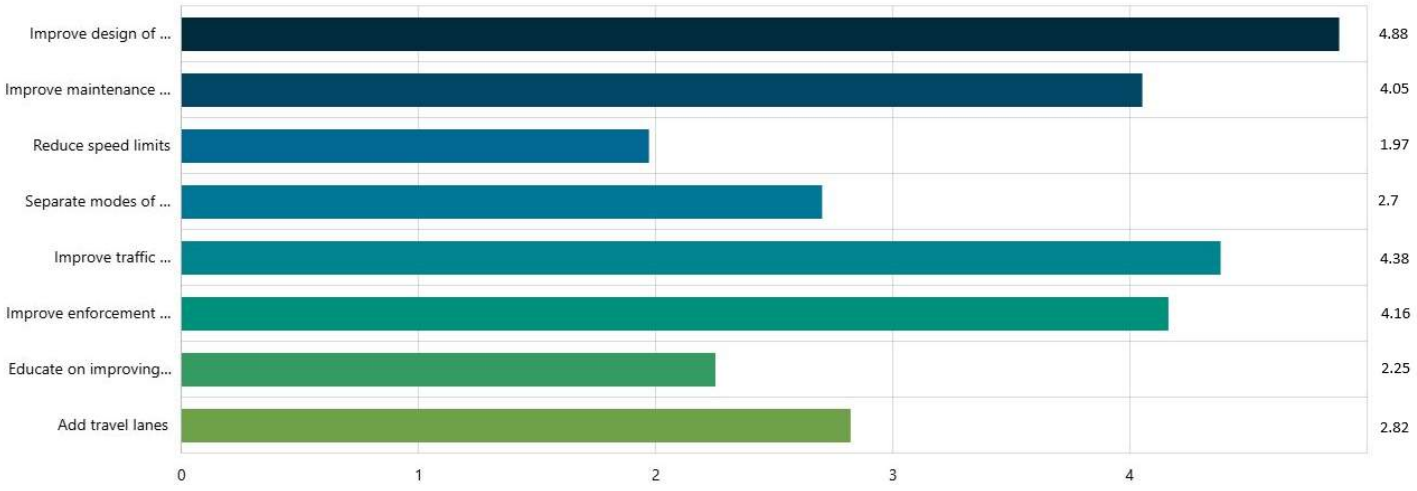


Figure 11 – Question 6 Response Distribution

Question 6 was answered by 89.4% of respondents who ranked improving roadway design and maintenance, traffic signal operations and enforcement of existing traffic laws the highest among the eight strategies listed.

Question 7 – What are the most effective ways for you and your family to learn about roadway safety issues in Buckeye? Please choose two.

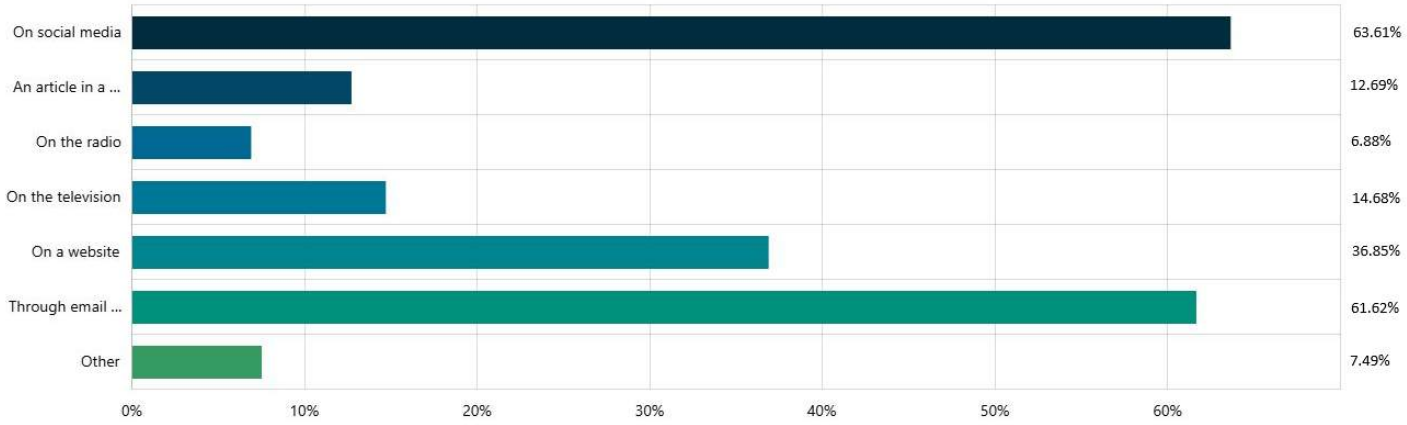


Figure 12 – Question 7 Response Distribution

To ensure users of the Buckeye transportation network can engage during the development of the plan, Question 7 was posed. It included seven options for responses: On social media, an article in a newspaper, on the radio, on television, on a website, through email communications and an "other" option. 96.32% of respondents reported that they prefer to engage on social media and through email. Obtaining information by visiting a website followed as the third most preferred by many respondents. To determine if methods existed that Buckeye had not used previously, an "other" option was included, with Question 8 providing the opportunity to fill in what the respondents' "other" suggestions are.

Question 8 - This question field was used for those who ranked "Other" for Question 7.

Figure 13 – Question 8 Responses Aggregated in Word Cloud Format

6.33% of respondents ranked the "other" category. Some responses repeated the same options shown in Question 7. Aside from those responses, the most common response to this question was USPS mail. Other suggestions included text messages from the City, signage and providing updates in City publications that are mailed.

Question 9 – What is your home zip code?

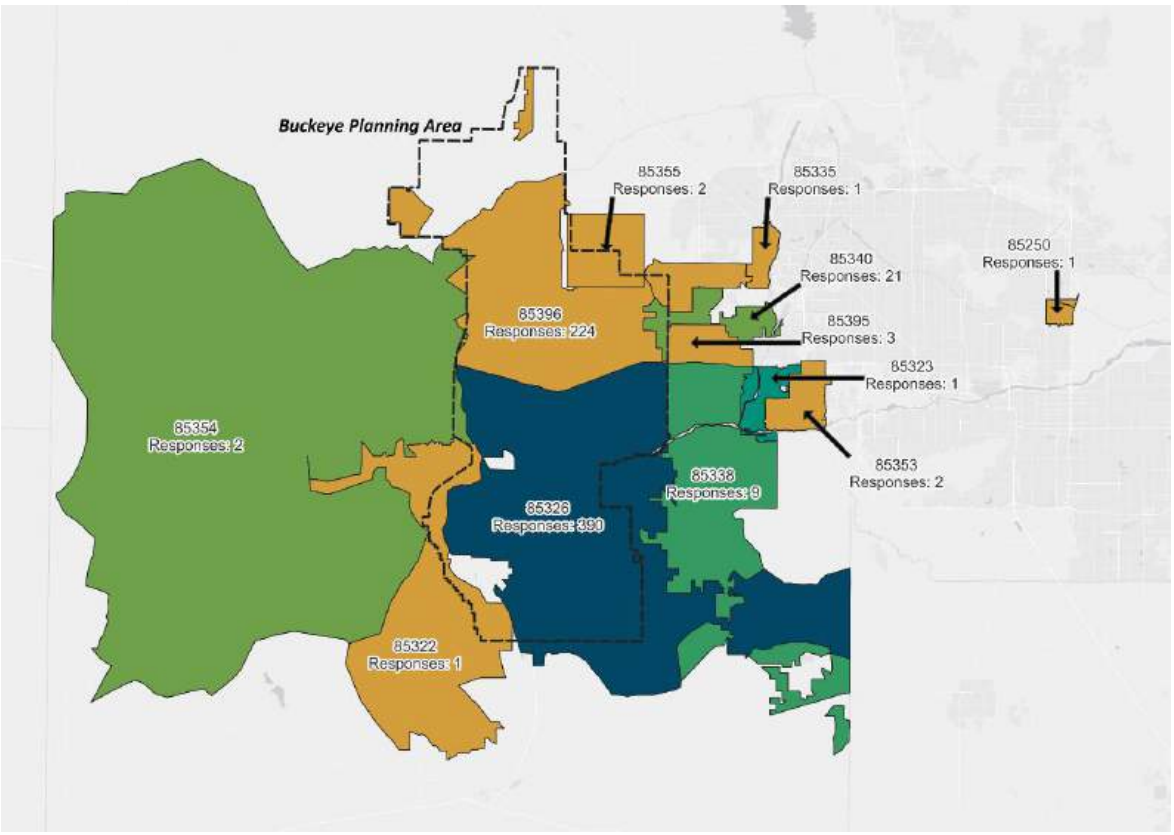


Figure 14 – Home Zip Code Distribution

98.53% of respondents provided their home zip code. Home zip code distribution of the top twenty zip codes is shown in **Figure 14**.

Question 10 – What is your work/school zip code?

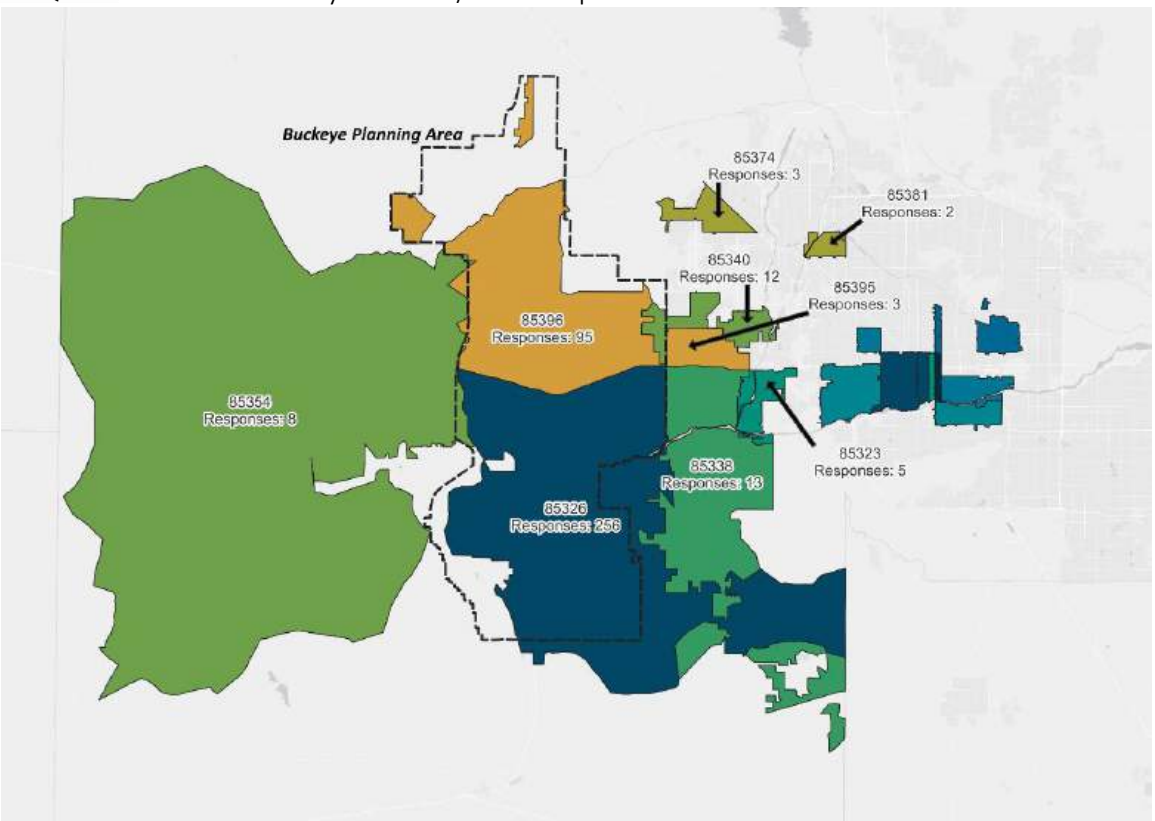


Figure 15 – Work/School Zip Code Distribution

79.5% of respondents provided their work or school zip code. Work/school zip code distribution of the top twenty zip codes is shown in **Figure 15**.

Question 11 – Do you provide care for school-age children?

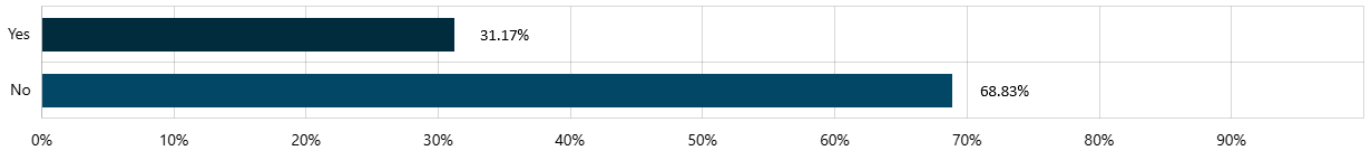


Figure 16 – Question 11 Response Distribution

Nearly 70% of survey respondents do not provide care for school-age children. This is an interesting outcome to note because School Traffic was ranked fifth among areas of concern.

Question 13 – Do you have additional comments about road safety in Buckeye?

Figure 17 – Question 13 Comments Aggregated in Word Cloud Format

Question 13, the final question on the questionnaire, was answered by 57% of respondents. It asked for general comments regarding the Buckeye transportation network, allowing respondents to share the issues that were top of mind for them. The team categorized the comments based on common themes, identified by their frequency, to highlight community concerns. The findings are presented in the form of a word cloud.

Social Map

The following section summarizes the results of the social map exercise. For this exercise, participants were asked to drop a marker(s) on a GIS map of the study area to provide location-based comments on the following topics:

- Intersection
- Bicycling
- Driving
- School
- Street
- Turn Lane
- Walking

Participants were also able to view other contributors' comments and upvote or downvote them. The "intersection" category received the most comments at 159, followed by "driving" at 102 and "street" at 61. "Turn lane (43)", "walking (33)", "bicycling (11)" and "school (17)" received the remainder of the comments.

A Google Map has been created that shows the comments by category along with the address and latitude and longitude of the marker, its upvotes and downvotes and the date and time it was submitted.

6 Conclusions

Phase 1 of engagement was successful in that the outreach methods developed awareness of the TSP and generated feedback from the public that will be useful to the TSP Team as solutions are identified and evaluated. According to the metrics identified in the PEP, the most successful tactics were:

- Webpage
- Survey
- Map Activity
- Social Media Posts

The least successful tactics were:

- Virtual Community Meeting
- Media Stories

Desired Outcomes from Use of Tools and Tactics	Phase 1 Metrics	Phase 1 Results
Webpage	1,000 visitors	952 visitors
Survey	500 completions	679 completions
Map Activity	800 markers	426 markers
Virtual Community Meeting	25 attendees	15 attendees
Community Events	50 table visitors	35 to 75 table visitors
Social Media Posts	5 likes / 2 shares	79 likes, 11 shares
Online Advertisements	5,000 impressions	57,000 impressions
Partner Social Media Posts	6 posts	10 posts
Media Stories (TV, Radio, Online News)	1	2

7 Appendix

Appendix A – Fact Sheet - Front

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Project Overview

Buckeye is committed to improving safety and ensuring accessible, connected transportation for all residents. With support from a $600,000 grant from the United States Department of Transportation's Safe Streets and Roads for All program, the city is developing a comprehensive Transportation Safety Plan to enhance safety as the community grows.

Key Facts

Crashes: In the Buckeye area from 2019 to 2023, there were **1,174** total collisions. **151** resulted in severe injuries or fatalities.

Grant Award: Buckeye secured **$600,000** in federal funding to create solutions for safer streets.

Community Inclusion: **33%** of Buckeye lies within federally designated disadvantaged communities (DAC).

Transportation Insecurity: **84%** of Buckeye residents face challenges meeting their transportation needs.

Plan Goals

- **Safer Streets:** Develop strategies to reduce collisions and risk for all road users.
- **Data-Driven Solutions:** Analyze crash data to identify patterns and contributing factors.
- **Community Input:** Collaborate with residents to ensure the plan reflects community needs and priorities.

Next Steps

01. **Comprehensive Review:** Conduct detailed studies of crash data and develop profiles of collision risk.
02. **Community Engagement:** Gather insights through surveys, public meetings and outreach.
03. **Implementation Roadmap:** Create actionable strategies to enhance transportation safety citywide.

The community will have multiple opportunities to provide input, which is essential for creating an actionable and effective plan. Residents will be invited to share their priorities, suggest potential solutions and more. Stay informed and participate by joining the mailing list to receive updates and engagement opportunities.

Contact Us!

COBTraffic@buckeyeaz.gov

(623) 349-6000

buckeyeaz.gov/safestreets

What is Safe Streets and Roads for All (SS4A)?

SS4A grants aim to improve roadway safety by significantly reducing or eliminating roadway fatalities and severe injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users and commercial vehicle operators.

SAFE STREETS FOR ALL

BUCKEYE, AZ

Appendix A – Fact Sheet - Back

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Panorama General del Proyecto

Buckeye está dedicada a mejorar la seguridad y asegurar transporte accesible y conectado para todos los residentes. Con el apoyo de una subvención de $600,000 del programa Calles y Caminos Seguros para Todos del Departamento de Transporte de los Estados Unidos, la ciudad está desarrollando un Plan de Seguridad en el Transporte integral para mejorar la seguridad a medida que la comunidad va creciendo.

Datos Clave

Choques: En el área de Buckeye, de 2019 a 2023, hubo **1,174** choques en total. **151** resultaron en lesiones severas o en la muerte.

Otorgamiento de Una Subvención: Buckeye obtuvo **$600,000** en fondos federales para crear soluciones para contar con calles más seguras.

Inclusión Comunitaria: **33%** de Buckeye se encuentra dentro de las comunidades desfavorecidas designadas por el gobierno federal.

Inseguridad en el Transporte: **84%** de los residentes de Buckeye se enfrentan a retos para satisfacer sus necesidades de transporte.

Metas del Plan

- **Calles Más Seguras:** Desarrollar estrategias para reducir los choques y el riesgo para todos los usuarios de los caminos.
- **Soluciones Basadas en los Datos:** Analizar los datos de choques para identificar patrones y factores contribuyentes.
- **Aportaciones de la Comunidad:** Colaborar con los residentes para asegurar que el plan refleje las necesidades y prioridades de la comunidad.

Siguientes Pasos

01. **Revisión Exhaustiva:** Llevar a cabo estudios detallados de los datos de choques y desarrollar perfiles de riesgo de los choques.
02. **Participación Comunitaria:** Recopilar información a través de encuestas, reuniones y divulgación pública.
03. **Plan de Implementación:** Crear estrategias factibles para mejorar la seguridad del transporte a través de la ciudad.

La comunidad tendrá varias oportunidades para dar su opinión, lo cual es esencial para crear un plan factible y eficaz. Se invitará a los residentes para que compartan sus prioridades, sugieran soluciones potenciales y más. Manténgase informado/a y participe, uniéndose a la lista de correos para recibir actualizaciones y oportunidades de participación.

¡Contáctenos!

COBTraffic@buckeyeaz.gov

(623) 349-6000

buckeyeaz.gov/safestreets

¿Qué es Calles y Caminos Seguros para Todos (SS4A por sus siglas en inglés)?

Las subvenciones SS4A tienen como objetivo mejorar la seguridad vial al reducir significativamente o eliminar las muertes y lesiones graves en los caminos, a través del desarrollo y la implementación de planes de acción de seguridad enfocados en todos los usuarios, incluyendo a peatones, ciclistas, usuarios de transporte público, automovilistas, usuarios de transporte personal y de micro movilidad y operadores de vehículos comerciales.

SAFE STREETS FOR ALL

BUCKEYE, AZ

Appendix B - Webpage

Business Development » Program Management Office » Transportation Master Plan »

Transportation Safety Plan

Font Size: Share & Bookmark Feedback Print

Between 2019 and 2023, 241 people lost their lives or have been seriously injured on Buckeye's streets. Each one of these tragedies could have been prevented, and together, we can build a safer future for everyone.

TRANSPORTATION SAFETY PLAN
Safer Streets Buckeye

Buckeye is committed to improving safety and ensuring accessible, connected transportation for all residents. With support from a grant from the United States Department of Transportation's Safe Streets and Roads for All Program, the city is developing a comprehensive Transportation Safety Plan to enhance safety as the community grows. The Buckeye Transportation Safety Plan will make our roadways safer by reducing and preventing fatal and serious-injury crashes.

Your Feedback Needed

We have drafted a final Transportation Safety Plan and we need your input!

This plan is a key step in enhancing the safety and efficiency of our streets for all residents. Please take a moment to review the document and share your comments or concerns with our team by email at cobtraffic@buckeyeaz.gov.

Draft: Transportation Safety Plan

Project Schedule

The Buckeye Transportation Safety Plan will be completed in three phases:

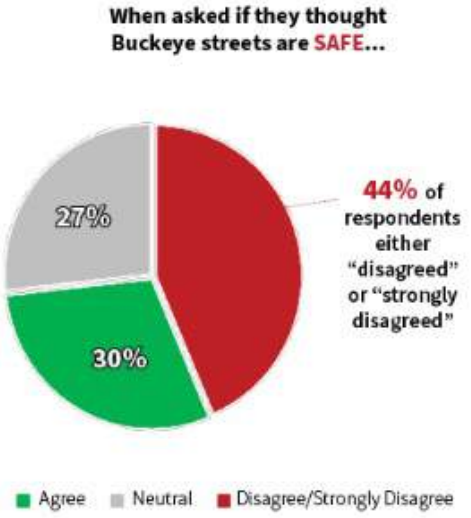
- Discovery & Analysis
- Strategy Development
- Final Plan Development

Phase one was completed in February and consisted of gathering information about the conditions of the transportation system and ensuring alignment of the Transportation Safety Plan with other existing plans. Phase two (ongoing) involves developing potential strategies/solutions and determining their viability, and phase three involves presenting the Transportation Safety Plan to the City Council for adoption. Once the Transportation Safety Plan is approved by City Council, it will be made available for residents to view.

What We Learned From Phase One

During phase one the Transportation Safety Plan we distributed materials, gathered survey responses and answered questions about the plan at two community events, Buckeye Days and the Buckeye Air Fair. The team also held a virtual community meeting on February 27, 2025. Please view the video and presentation to learn about the development of the Transportation Safety Plan and to find out more about public engagement activities.

Review a summary of the community feedback gathered during phase one.



Get Involved

The community will have multiple opportunities to provide input, which is essential for creating an actionable and effective plan. Residents will be invited to share their priorities, suggest potential solutions and more. Stay informed by joining the Transportation Updates Newsletter, enter your email below:

Transportation Updates

Submit your email address to get the latest information regarding transportation in Buckeye:

Email *

name@example.com

☐ By checking this box, you consent to our data privacy policy. *

Submit

For questions, please contact the Buckeye Transportation Safety Plan Project Team at COBTraffic@buckeyeaz.gov or at 623-349-6000.

Appendix C – Online Ads

TRANSPORTATION
SAFETY PLAN
Safer Streets Buckeye
LEARN MORE
BUCKEYE, AZ
Virtual Community Meeting
Join Us
Thursday, February 27, 2025
5:30 - 7 p.m.

Appendix D - Flyer

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Join Us!

Transportation Safety Plan

WE NEED YOUR PARTICIPATION

BUCKEYE, AZ

The **City of Buckeye** is developing a **Transportation Safety Plan** that will provide a framework to improve safety on Buckeye's roads and streets. Please join us by using the QR code or visiting **buckeyeaz.gov/safestreets** to learn more and provide input!

bitly

SCAN ME

Please take the online survey to let us know about your transportation safety concerns.

buckeyeaz.gov/safestreets

For more information, please email cobtraffic@buckeyeaz.gov.

Appendix E – Window Cling

Appendix F – A-Frame Sign

Appendix G – Email Messages / Newsletters

This Week's Top News | Jan. 31, 2025

Help Shape Buckeye's Transportation Safety Plan

Buckeye is developing a Transportation Safety Plan to make our roads safer. The plan focuses on:

- Safer Streets – Reducing collisions and risks for all road users
- Data-Driven Solutions – Using crash data to identify key issues
- Community Input – Ensuring the plan reflects resident priorities

Share your insights! Take our quick survey and help shape the future of road safety.

Virtual Community Meeting
Thursday, February 27 | 5:30 p.m.
No registration required - join the conversation!

More Details

Transportation Safety Plan

More Info

Buckeye is developing a Transportation Safety Plan to make our roads safer. The plan focuses on collision reduction, data-driven solutions and community input.

Share your insights! Take our **quick survey** and help shape the future of road safety.

Virtual Community Meeting
Thursday, February 27 | 5:30 p.m.
No registration required—join the conversation!

your buckeye

BUCKEYE, AZ

February 26, 2025

Help Shape Buckeye's Transportation Safety Plan

Buckeye is developing a Transportation Safety Plan to make our roads safer. The plan focuses on:

- Safer Streets – Reducing collisions and risks for all road users
- Data-Driven Solutions – Using crash data to identify key issues
- Community Input – Ensuring the plan reflects resident priorities

Share your insights! Take our quick survey and help shape the future of road safety.

***Reminder for the Upcoming Virtual Community Meeting:**
Learn about the project and have your questions answered.
Thursday, February 27, 2025 | 5:30 p.m.
No registration required - join the conversation at buckeyeaz.gov/safestreets!

530 East Monroe Avenue,
Buckeye, AZ 85326
623-349-6000

Appendix H – Press Release

FOR IMMEDIATE RELEASE

Contact: John O'Halloran

Phone: (623) 349-6976

Email: johalloran@buckeyeaz.gov

Website: buckeyeaz.gov

Transportation Safety Plan Virtual Meeting Planned for Resident Input

City of Buckeye Transportation Engineering staff seek community input to develop the City's first Transportation Safety Plan

[Buckeye, AZ, January 28, 2025] On February 27, 2025, between 5:30 and 7 p.m., city staff are hosting a virtual community meeting on the development of the City's first Transportation Safety Plan to gather input about the community's safety concerns.

"As our City continues to grow, it is increasingly important that safety strategies and projects to reduce injuries and fatalities are identified," said Buckeye Mayor Eric Orsborn. "This plan will help identify strategies and develop a framework Buckeye will use to reduce the crashes that cause severe injuries and fatalities on our roads and streets."

The meeting will be held on the publicly accessible Zoom virtual meeting platform and will include an overview of the project, audience polls, and updates on future opportunities for input. The plan's success is dependent, in part, on the community's input because everyone has a role to play in transportation safety in Buckeye.

The City is developing the plan as part of the Unites States Department of Transportation Safe Streets and Roads for All Grant Program. Buckeye was awarded a grant of $600,000 to develop the plan. For individuals who cannot attend the meeting, an online interactive survey is available on the Buckeye website at buckeyeaz.gov/safestreets.

(About Buckeye - Buckeye Boilerplate)

###

For more information, contact:

John O'Halloran

(623) 349-6976

johalloran@buckeyeaz.gov

Appendix I - Giveaways

Appendix J – Virtual Community Meeting Presentation

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Virtual Community Meeting

February 27, 2025

BUCKEYE, AZ

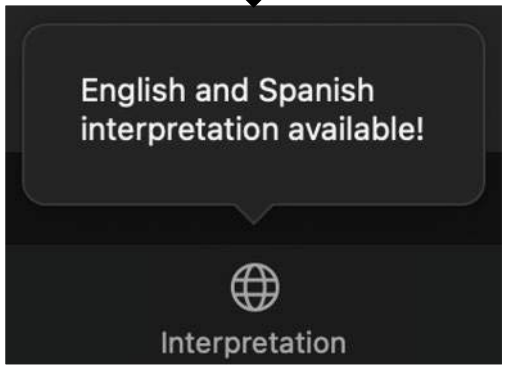
Agenda

- Meet the Team
- What is a Transportation Safety Plan (TSP)?
- Plan Purpose and Goals
- Plan Process
- Public Engagement
- Q & A

Your Participation is Appreciated!

This webinar is being recorded and will be posted on the TSP website. Participant camera and speaking audio have been disabled.

Spanish interpretation is available for this meeting. Please use the interpretation to select the Spanish channel.



Ask questions using the Q&A button. Everyone will be able to see Q&A questions and responses.

Q&A

Polls will automatically appear on your screen. **Please respond! Your input is important.** Poll results will be shared with everyone.

Transportation Safety Plan Team

TSP Team

John Willett
Acting Transportation Director

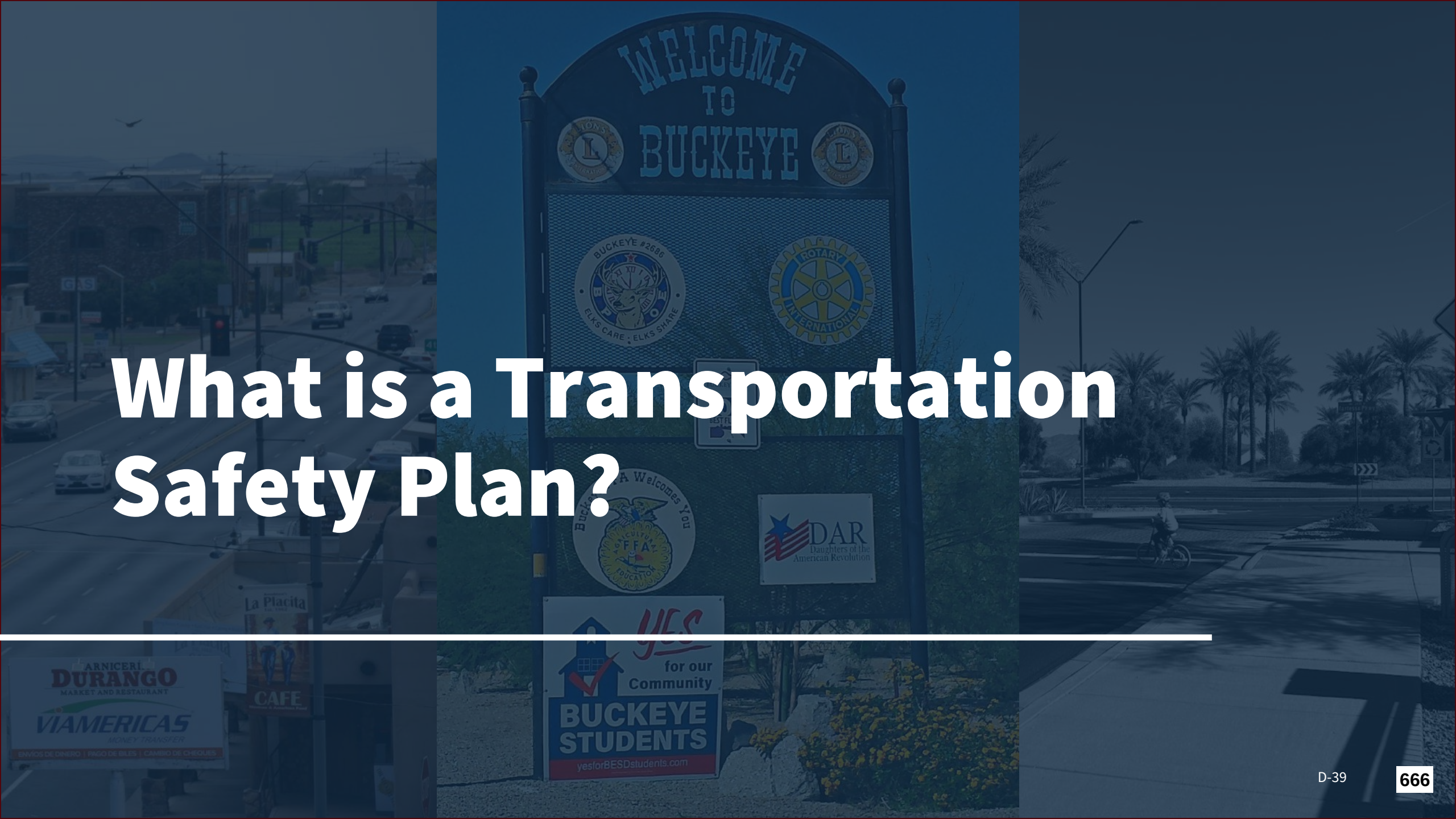
Craig Sharp
Buckeye Project Manager

Yung Koprowski
Y2K Project Manager

Jeremy Labenski
Y2K Deputy Project Manager

Alex Albert
Public Engagement Lead

What is a Transportation Safety Plan?



Transportation Safety Plan

- Safe Streets and Roads for All (SS4A)
- SS4A grants aim to improve roadway safety by **significantly reducing or eliminating roadway fatalities and severe injuries** through safety action plan development and implementation.
- $600,000 grant award to develop plan with $150,000 City match

Transportation Safety Plan

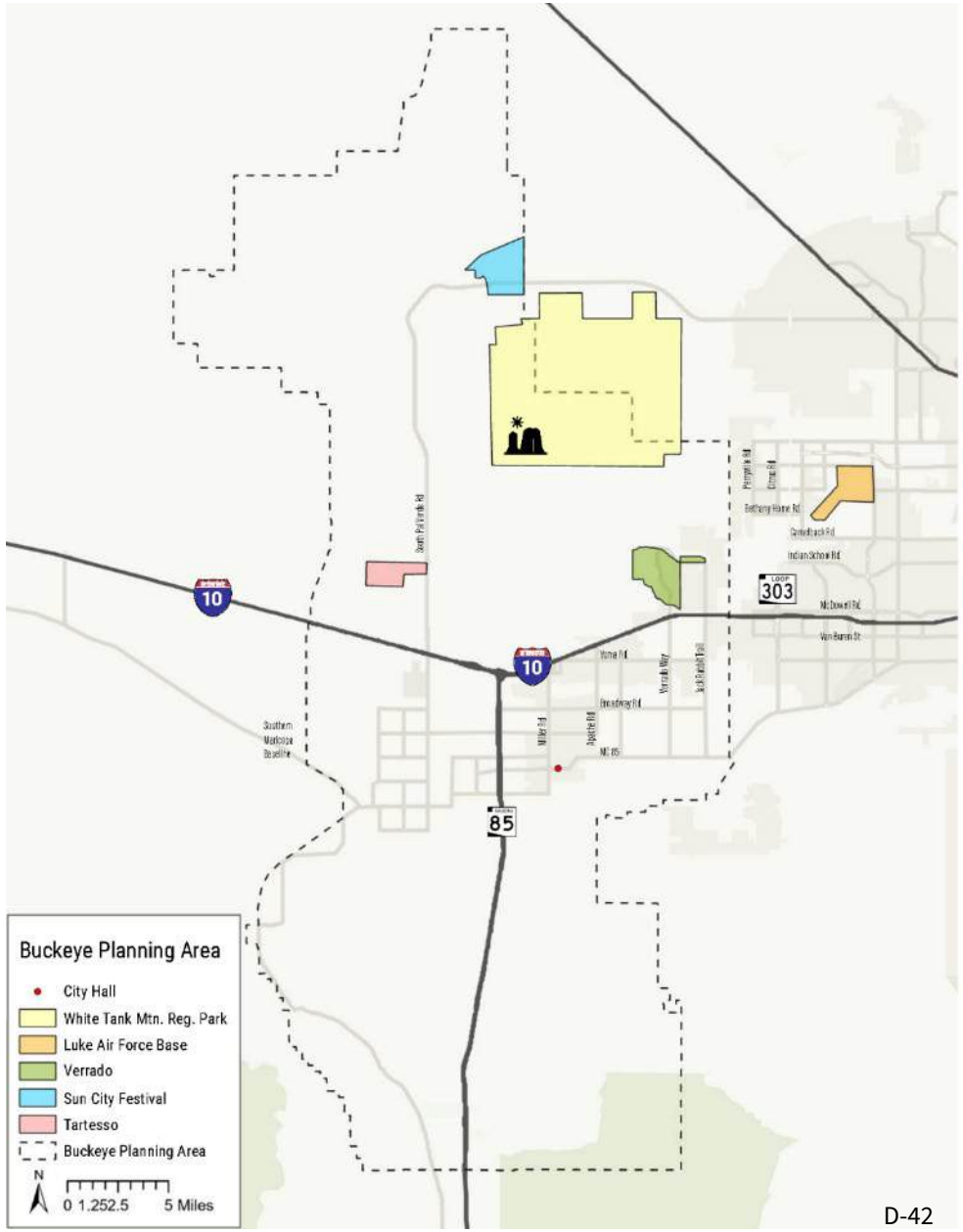
… focused on all users, including **pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users and commercial vehicle operators.**

Personal conveyance and **micro-mobility** refer to small, lightweight, low-speed vehicles, such as skateboards and scooters.

D-41

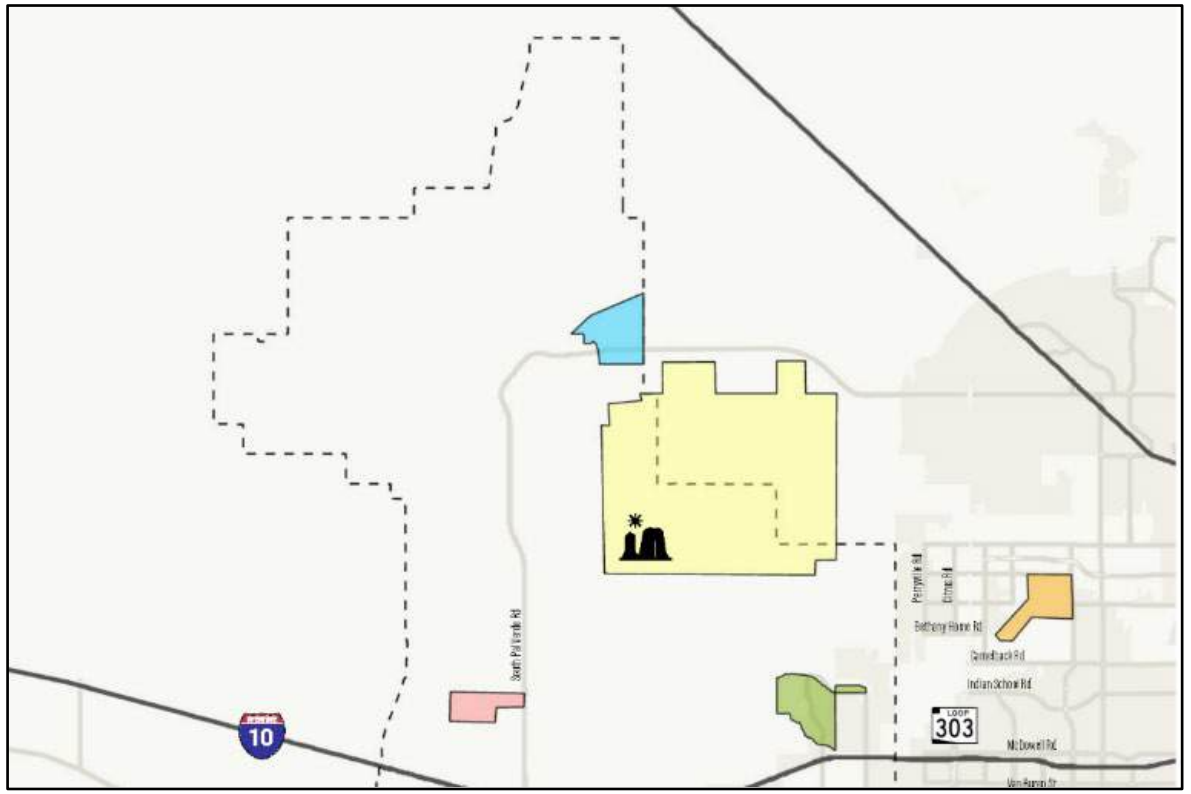
Buckeye Planning Area

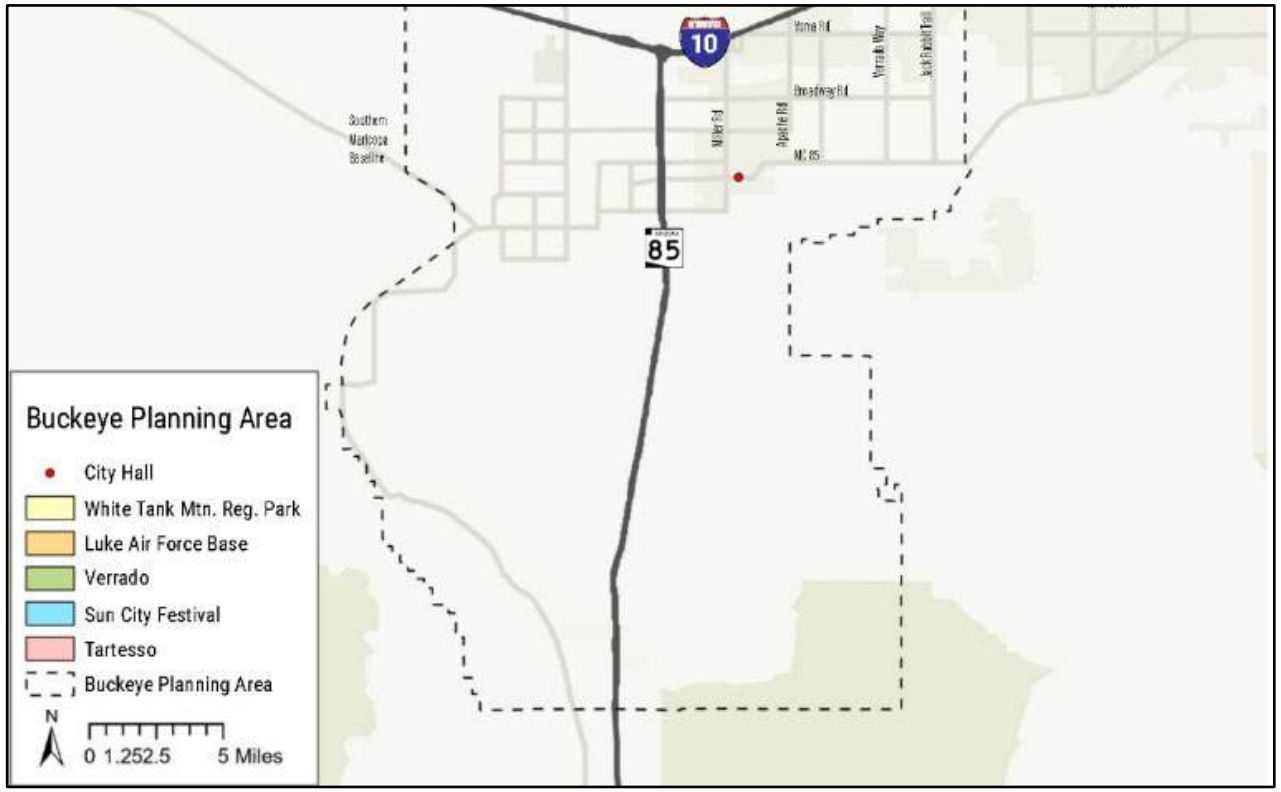
- Based on the City of Buckeye roads and streets which does NOT include the main lanes or ramps on Arizona Department of Transportation (ADOT) freeways such as Interstate 10 and Loop 303 and Maricopa County (SR) 85.
- Includes roads and streets within county islands and crashes within 200 feet of City boundary.
- Items on map are landmarks for orientation, not focus areas.
- Focus areas will be determined by data analysis and community input.



D-42

Buckeye Planning Area





Plan Purpose and Goals

Purpose

The City has several reasons for developing the TSP.

- ❑ Identify road safety issues
- ❑ Set up an interdepartmental task force
- ❑ Identify projects eligible for safety funding
- ❑ Identify proven, high efficacy safety solutions
- ❑ Garner leadership support for continued investment/support

Crash Facts*

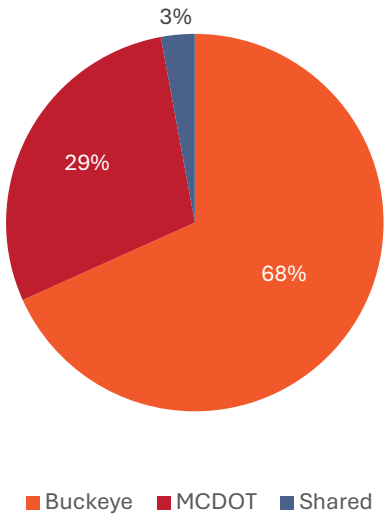
	Total Crashes	Pedestrian	Bicycle	Motorcycle
Total Injury Crashes (2019-2023):	1,174	40	24	84
Fatal & Serious Injury Crashes (2019-2023):	151	15	8	36

59% of fatal and serious injury crashes in Buckeye were **intersection-related.**

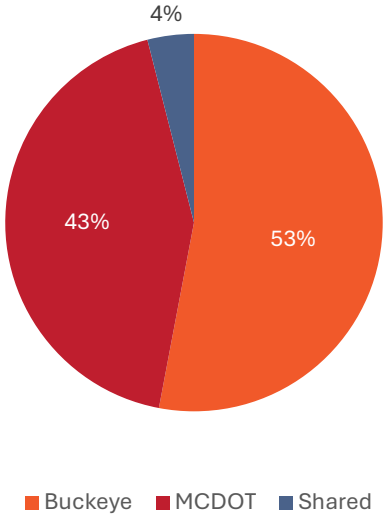
Over 27% of these intersection-related collisions **occurred at a traffic signal.**

*Crash data shown here includes City of Buckeye and Maricopa County highways, roads and streets.

Total Injury Crashes



Severe Crashes



Roadway Ownership

Crash Facts

Vulnerable road users (**pedestrians, bicyclists and motorcyclists**) are involved in **38%** of Buckeye's fatal and serious injury crashes.

32% of fatal and serious injury crashes in Buckeye involved a **speeding violation.**

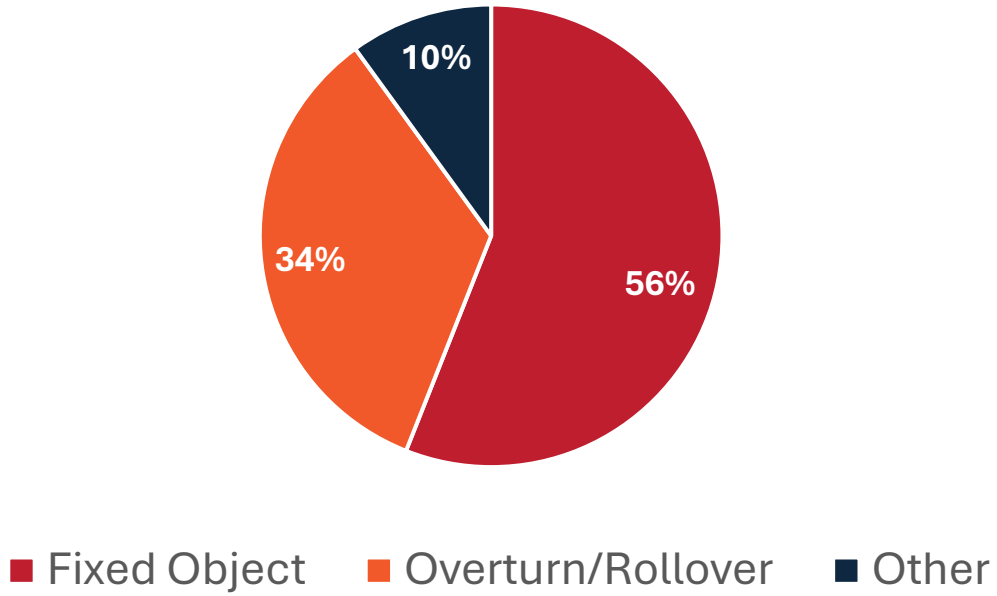
25% of fatal and serious injury crashes in Buckeye involved **drugs or alcohol.**

28% of fatal and serious injury crashes in Buckeye involved a **driver under the age of 25.**

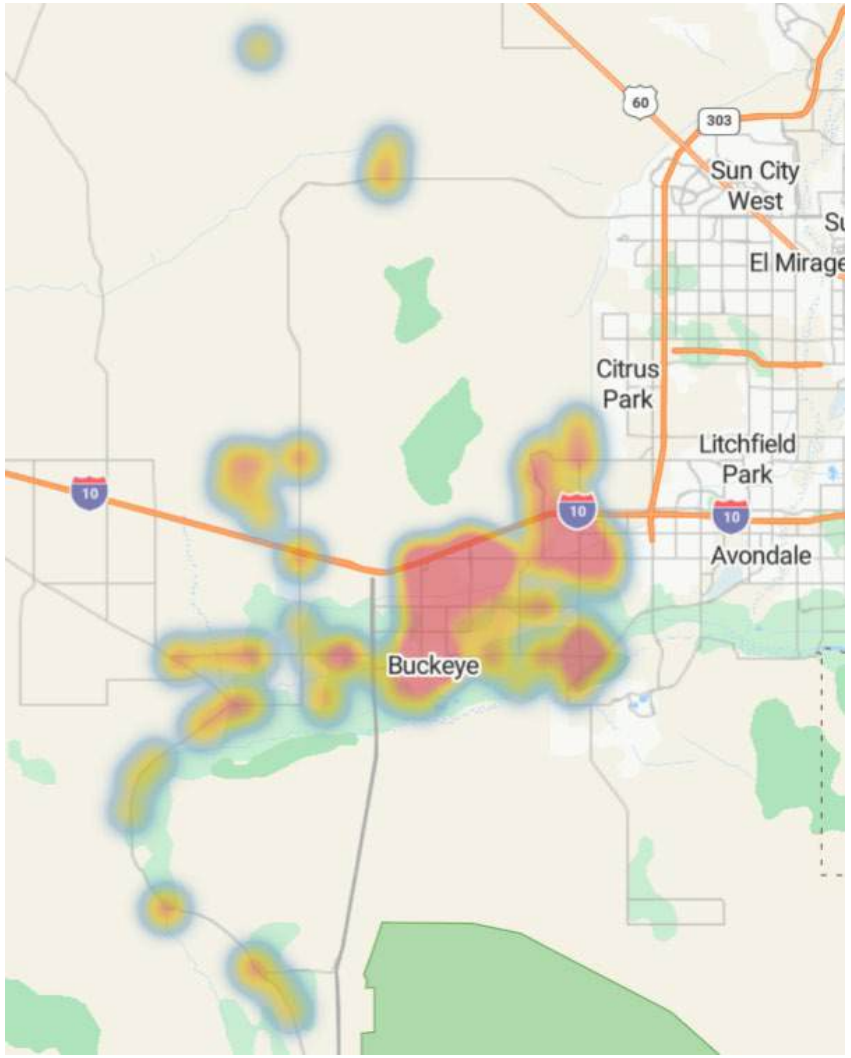
24% involved **unrestrained** driver (no seatbelt, etc.)

Crash Facts

The most common severe crash type is single vehicle (41 crashes, 27%). Of those crashes, **56% of those involved crashes with a fixed object.**



Heat Map of Severe Crashes



TSP Goals

Analyze crash data to identify patterns and understand contributing factors.

Collaborate with residents and businesses to ensure the plan reflects community needs and priorities.

Develop proactive strategies to reduce serious injury and fatal crashes and improve safety for all road users.

Plan Process

Schedule

JANUARY

PLAN DEVELOPMENT BEGAN

JANUARY - MARCH

DATA GATHERING

MARCH - MAY

RESEARCH EFFECTIVE COUNTERMEASURES

MAY - SEPTEMBER

PRIORITIZE COUNTERMEASURES AND DEVELOP IMPLEMENTATION PLAN

OCTOBER - JANUARY

DRAFT TRANSPORTATION SAFETY PLAN

FEBRUARY - MARCH

CITY COUNCIL APPROVAL

SUBMIT IMPLEMENTATION GRANT APPLICATION

COMMUNITY ENGAGEMENT

2025

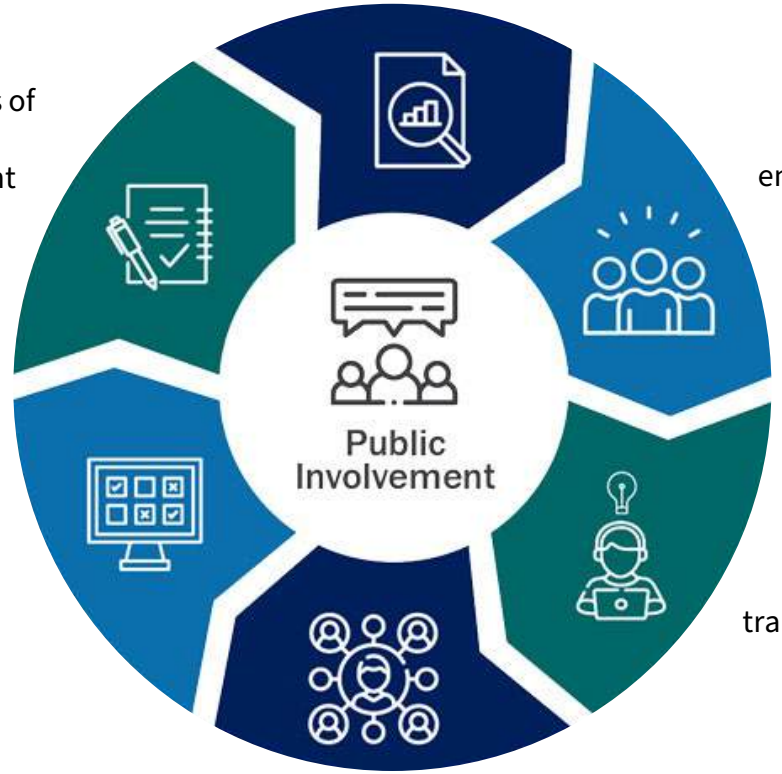
Public Engagement

Public Engagement

bitly

SCAN ME!

Buckeyeaz.gov/safestreets



Understand community demographics and include a diverse blend of voices.

Build durable community relationships by engaging people early and often.

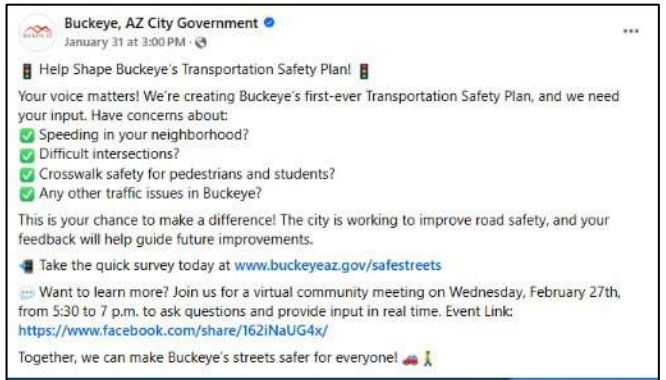
Be clear and transparent. Listen, then act.

Use community preferred engagement techniques and report back.

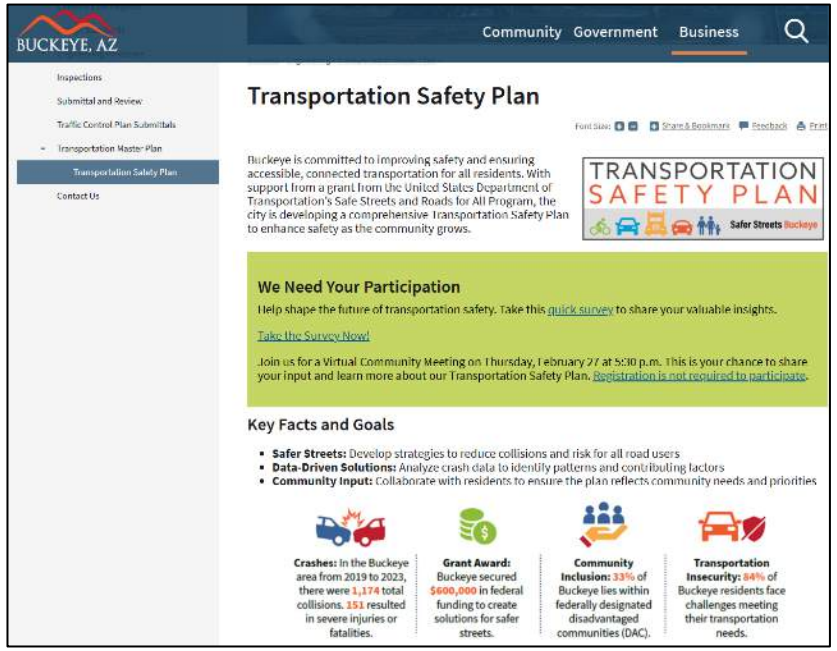
Document and maintain a record of all communication received throughout the project.

Maintain effectiveness of Public Engagement Plan.

Elements



Please Join the Mailing List!



TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Questions & Answers

BUCKEYE, AZ

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Thank you for participating!

COBTraffic@buckeyeaz.gov

(623) 349-6000

buckeyeaz.gov/safestreets

D-56

BUCKEYE, AZ

Appendix K – Virtual Community Meeting Transcript

Buckeye TSP Virtual Community Meeting

Recorded by Yung Koprowski, 2/27/2025, 5:10:30 PM

Q&A Transcript

iPhone 13 Pro Max (7) - Joanne Robbins

43:29

In housing developments such as Sundance or Verrado, every square inch is allocated to building lots and the streets are very narrow. When vehicles are parked on both sides of the street, it becomes a one-lane road. A resident now becomes liable pulling into traffic on a crowded street with little to no visibility. Cause an accident, injury, or death to an animal, child, or themselves because homeowners choose to park on the street. When you sell a house with a two-car garage and a two-car driveway. And the occupants choose to use it for storage. And park their vehicles on the road, it is now becoming a hazard to anyone driving on that road. It's also going to become a problem with the garbage pickup with two barrels on the same day.

If there is no space in front of your home to accommodate with overnight parking, Buckeye needs to impose a citywide ban on overnight parking in housing communities. We need better zoning laws in the future to allocate for wider streets or overflow parking areas. We've called the police. They say call HOA. HOA says call City Hall. It's very hard to feel safe when your streets are lined with cars. Children are playing and riding electric scooters up and down the street. Large Amazon or FedEx trucks are trying to park. If a homeowner chooses to use their garage as storage, it makes no sense that they can impose on neighbors by parking on the street. There should be fines and cars should be towed.

Alexandra Albert

44:56

Thank you so much for your question. I'm going to go ahead and turn that over to Yung so she can respond.

iPhone 13 Pro Max (7)

45:02

Okay.

Yung Koprowski

45:04

Thank you for your question. We understand the issue that you described and we will take that into consideration during this plan development so that we can determine what solutions the city can take moving forward to help address that issue.

Alexandra Albert

45:31

Thank you very much. All right, we have another question. So the question here is, ***"I know how the roads get built by developers, but some on the call may not. Can that be explained?"***

Yung Koprowski

45:53

I would like to phone a friend.

John Willett

46:02

Thank you, Yung. Yeah, this is John Willett, the Acting Transportation Director. So you are correct, whoever made the comment. Buckeye has a policy that as developments come into play they are responsible for building the half of the road that their development fronts. If they're on both sides of a road they're responsible for building all the road. So that's kind of how the roads are built.

We do understand as the city moves forward, there are sections of the city where development homes were already there. They've been there for a long time. So that section of the road will have to be built by the city at some time in the future but generally when the developer comes in, they build their half the road. And it just unfortunately takes awhile when developers leapfrog over each other to fully fill in the gaps. So hopefully I helped explain that a little bit. And if you have any questions ask again and we'll provide more information. Thank you.

Alexandra Albert

47:07

Thank you, Yung and John. All right. The next question we have is ***"After many accidents and daily racing incidents on Verrado Way between Main Street and Sunrise Lane, I'm wondering about speed bumps as a solution."***

Yung Koprowski

47:27

Thank you for your comments and your thoughts on this issue. As we move through the plan, we will be evaluating those types of issues, including speeding. While on major arterial roads speed bumps themselves are not a solution. There are many other solutions that the city will evaluate and determine whether they can be implemented in the future.

Alexandra Albert

48:00

Thanks again, Yung. And one of the things I wanted to mention is that one of those things that we had on the presentation. Alan, would you mind going back to the schedule slide? On the schedule

slide, you'll see that there are three specific places where we'll be doing public engagement. That'll be a really big part. And when we're drafting the transportation safety plan is when we'll be looking at the countermeasures and putting those into the plan. So as you see us out in the community and as you answer surveys or go on the website, let us know if you support certain countermeasures or if you don't support them. That's very important information for us. And if you stay in the conversation, we'll definitely be talking about that as we engage with the public through the process. Thank you.

We have another question. ***"Will there be a look at adding more bike lanes?"***

Yung Koprowski

49:09

That is certainly a potential solution depending on the feedback that we get from the community. And also based on the risk analysis that we will be conducting as part of this plan.

I do want to add that This is the listening stage. This is the discovery phase of the project. So I really appreciate everyone's comments and insights into the issues that you're seeing. Those are exactly the type of things that we want to hear at this stage. If you could go to the website that Alex mentioned earlier and take the entire survey, there is also a map included in that survey. So if you have specific locations where you feel that bike lanes would be beneficial to be added or there's a need for them in certain areas.

For the person before that mentioned speeding in a certain area, put those markers on the map because that will be really important for us to document and continue to see. Others in the community will see your map marker and they can also contribute and upvote on those comments.

Alexandra Albert

50:29

Thank you, Yung. I did include the URL again in the chat. So for anyone who didn't hear before, you can find all the information and the link to the survey and the map marker activity at buckeyaz.gov/safestreets. Okay, we'll go on to our next question now. We have a question about general obligation bonds or GO bonds. ***"Are the GO bonds voted on last November being looked at for any of the funding?"***

John Willett

51:05

So this is John again. The GO bonds that were approved last November are not specifically oriented towards this transportation safety plan. However, with that being said. With the improvements that we will be constructing as part of the GO bond, if there's recommendations out of the transportation safety plan that - for example, bike lanes should be placed on roads or additional pedestrian lighting - those roadway segments that would be covered by the go bond could help fund those improvements. So specifically, no safety projects have been identified to be covered by the GO bond funding.

Alexandra Albert

51:55

Thank you, John. All right, the meeting chat got very quiet. Does anyone else have any questions out there? Okay. Just go through a couple reminders then. We do have this meeting being recorded. The recording will be put up on the website, buckeyeaz.gov/safe streets. We very much appreciate if you would share that information with anyone that you think would find it useful and we're very, very grateful for your participation in this important plan that is set to make your roads and streets safer. Still available for any questions, but I don't see any.

John Willett

52:47

So this is John again real quick, just kind of want to reiterate what Yung mentioned is we're trying to gather everything today. And if many of you have heard of me talk in public meetings, Town halls, P&Z we want to hear what you have to talk about because we cannot drive everywhere. I don't ride a bike, so I don't know where bike lanes may or may not be needed throughout the city. So please share with us. I don't walk every road. I don't have children that go to school in Buckeye, so I don't know where a safety concern around a school may or may not exist. We have had several safe routes to schools studies done around the city but we haven't covered every school so far. I can't drive every community, neither can the folks that work for me. We don't see things. We listen.

Please let us know so that we can incorporate that into this plan and so we have something going forward. And so that's why we're reaching out. Because you all know what is important to you. You walk in community X that has a sidewalk on one side of the road or only half the road's been built. There needs to be another half of the road built and a sidewalk or the sidewalk just ends and kids or people can't get to X. I don't know what X is. Whatever X is. We need to know those things. Or else it's hard for us to put those on a priority to get done quickly. And as opposed to waiting for when developer “Bob” comes in and builds his half the road, like it was mentioned earlier.

So please... share with us your thoughts. No comment or suggestion is unnecessary. They are all necessary That's how we know what you all would like to see so we can somehow get it incorporated into this transportation safety plan. Because I'm telling you right now, I do not like hearing of a crash...that we lost somebody. Nothing irritates me more. Or someone just got hurt some other way. So please just share with us any comments or thoughts you have. We'll incorporate them. We'll look at them. As Yung said, we're in the data gathering phase right now so kind of everything's on the table I'll stop rambling because I have a tendency to do that. So thank you.

Alexandra Albert

55:28

Thank you, John. Appreciate your thoughts on all of that and your your request for more engagement. I did find another question, didn't come through the Q&A, but we have it here ***“Is the $600,000 grant going to be rescinded like so many others under this administration?”*** A secondary question is ***“How far will this grant go in terms of making any changes?”***

Yung Koprowski

55:56

Yeah, those are good questions. This grant has been put under contract. And so this plan development and the monies towards this plan are absolutely moving forward. While future monies potentially under a federal program for implementation is uncertain at this time, we are very confident that regardless of the future status of funding that this plan can make a difference in the community because it will provide the city of Buckeye a roadmap for reducing and eliminating serious injury and fatal crashes. Much of this is actually very timely for the city as it is growing. It can incorporate those best practices right into their standards, their guidance. The city can start really looking at their network development from that safety-first lens. So the monies from the grant awarded will do just that, prepare this transportation safety plan and community engagement for the plan this year and next.

In terms of implementing those safety solutions, as John mentioned earlier, those safety solutions can be integrated into any infrastructure project that will be built in the future, regardless of the funding, they can take those recommendations and put it into the design and construction of those projects. We also hope to influence design standards so that when developers come in and build those half streets they will also be integrating those safety solutions into those roadways. So even if there isn't separate dedicated funding available in the future, the city of Buckeye has many options available to them in the future to advance these safety strategies.

Alexandra Albert

58:05

Excellent. Thank you. The next question I have is a little bit longer. ***"Road street markings are horrible between Durango and Lower Buckeye. What is the timeline to finish Miller in that area? I have seen many vehicles swerve and almost cause accidents due to old street markings and old turn lane markings that show. It is very hard to tell lane markings, especially at dusk and dawn times."***

John Willett

58:34

Yes, this is John again. The construction project that's going to improve Miller between Lower Buckeye and basically Pima. It just started. I can't tell you the day that the work will be finished. We had a challenge waiting for some of the utilities on the east side to be relocated so the power poles can move. So technically the work should have almost been mostly finished by now but they just started the work. I don't know their schedule, what side they're working on. I understand they're moving some traffic, I think next week to the southbound lanes which is where that confusing striping is. And they're going to use vertical panels and such to help guide traffic. So those devices will help out. But yes, we're aware of the striping and it should have been done a year and a half ago but project delays just held up the design being finished and getting to construction but the improvements are coming soon. I wish I could tell you sooner. But they are coming very quickly.

Alexandra Albert

59:40

Thank you, John. Right now, I don't see any more questions. Oh, I got another one. Just as I said that. Great. ***"For a city this large, only 20 people here is bad. Please tell your neighbors and other Buckeye residents about this."*** Thank you for the plug for public engagement. I really appreciate it. We really do want to see lots and lots of people on these meetings and out in the public and we see you coming into the website. I watch those numbers carefully. And it's been very exciting to see so many people in Buckeye really care about their community. We've gotten a lot of survey answers. So thank you very much for those of you who did make it a point to be here. We really appreciate it.

Yung Koprowski

01:00:30

And this webinar is recorded and will be posted on the website so others can view it when it's a time more convenient to them. But as Alex mentioned, we are still getting a lot of feedback and input through the survey and the map markers. We can always use more, but we have gotten a lot more surveys than the attendance today.

Alexandra Albert

01:00:52

Thank you. All right. We've got another question coming up. "***How will pedestrians get from Verrado to the new Target or Costco since there are no crosswalks?"***

John Willett

01:01:12

I'm not sure the question entirely, but there are sidewalks on both sides of Verrado that go across the freeway down to the signal that allows you to get to the Costco. I think you can cross the freeway at the interchange. You can also cross Verrado at the Roosevelt signal. Same with that target. The traffic signal will be coming in at the intersection of Market Street. And then there'll also be a traffic signal at the future intersection of Acacia And McDowell. So both those signalized intersections will have crosswalks. So there'll be means to get across the road by the time the shopping center at the Target is there. And there are means today at the Costco. I'm pretty sure there are. I guess I don't walk there, so I should verify that but if not, we will work with trying to get the crosswalks there.

Alexandra Albert

01:02:16

Thank you. Okay, I've got another response. This is great about finding out about the meeting. ***"I only found out about this meeting through Facebook. I believe more would have been at this meeting with more information set out to the community."*** Thank you, Debbie. Very much appreciate that. We will look at all these responses and the poll from earlier and maybe adjust our

for our next meeting. I'm very glad that you saw it on social media too. And if you see anything on social media that you think that your friends and neighbors would like, please click and share. Okay. At this point, the question and answer bar is empty. As is the chat. Any other questions or does anyone on the team want to emphasize anything.

Yung Koprowski

01:03:25

Alex or John, if people after this meeting have further questions or something comes up. How would you suggest they reach out, both if it's related to the plan, but also if it's simply related to something with the city of Buckeye?

Alexandra Albert

01:03:41

Thank you so much, Yung. Okay, we're going to go one slide further. There's one left and we really hope that you'll take a snapshot of this or a screenshot, whatever it takes to keep in touch with us. So on this slide, you'll see that the traffic department at the City of Buckeye has an email address for you, COBtraffic@Buckeyez.gov. There's also a hotline and the website that we've mentioned, buckeyaz.gov/safestreets. We will provide materials in Spanish as well. If you have folks within your communities that need that assistance, you can let them know that we have that available. Sometimes it's easier for people even if they speak a little bit of English, to have something entirely translated. So we're working really hard to make sure that all of our materials are accessible and understandable. We're most happy to take comments on what you see out in the roadway of course what your safety concerns are, but also our methods of communicating with you and the materials that we're presenting. All of that can be done via the Buckeye AZ.gov/SafeStreets, an email or phone call.

Yung Koprowski

01:04:56

do we need to check the Spanish side for questions?

A

Alexandra Albert

01:04:59

At this point, I don't have any questions in the Q&A. For the chat. We want to be sure to give everybody plenty of time, though.

Y

Yung Koprowski

01:05:14

Alex, I'm not sure if there were any individuals that used the Spanish translation that wanted to ask questions through the interpreter.

A

Alexandra Albert

01:05:23

I haven't heard from him at this point. And I don't believe he has any participants in his room.

01:05:44

Oh, here we go. Oh, we got a nice comment. Thank you so much. Thank you. ***"Nice job and good meeting."*** And then we did get another one just now. ***"With all the safety measures being explored, what role will law enforcement play post-project?"*** What a great question.

Yung Koprowski

01:06:02

That is a great question. So one of the elements that will be a key objective of this plan is to establish interdepartmental coordination. And what we meant by that was to have more coordination between the transportation department and the police department in a formal manner so that they have regular meetings. Enforcement is absolutely a key strategy in in supporting safe streets. We can't accomplish everything through engineering countermeasures alone. It's going to take the community changing behaviors. And education and enforcement to help deter those risky behaviors.

Alexandra Albert

01:06:47

Thank you. For anyone who has joined the meeting late, please look in the meeting chat. There are some interesting things for you there. And we'd be happy to take any questions that you have going through the Q&A. Button on your toolbar please just let us know. I'm also going to put the project website into the chat again So that we'll have a way to go to a place where you can drop comments and then find our information.

01:07:30

Okay. At this point, I don't see any other questions. Okay. I think that We've done it. It's entirely up to the team. They think they'd like to wait a little longer. Ready to take any questions you have.

John Willett

01:08:35

Thank those who did log in today. And provided some comments. And put questions and just listen. We really appreciate it. Definitely appreciate the comment about getting the word out a little more. Buckeye has a lot of resources we may have not tapped into all of them. Inadvertently. So we will

make sure we get the word out a lot better for the next meeting. But as was mentioned, we are always open to take your comments even when this safety plan is completed.

Were still open. You can contact us anytime with a safety concern you have. Again, thank you all very much for participating and taking time out of your Thursday evening to listen to us.

Alexandra Albert

01:09:27

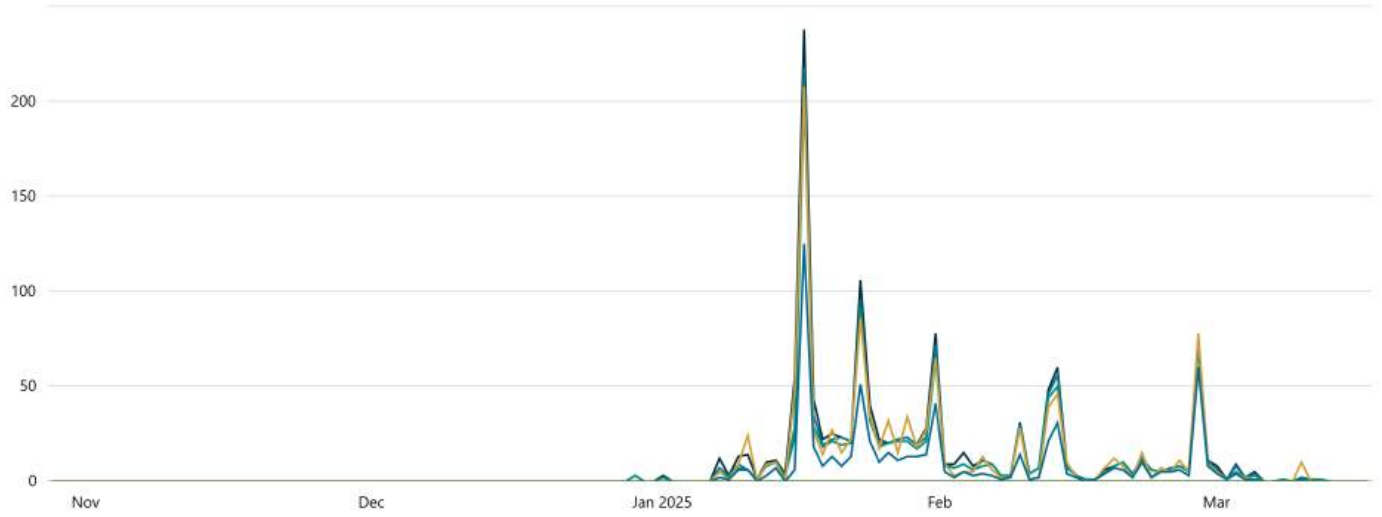
Thank you so much, John. And thank you, Yung, for your help with presenting materials. Thank you, everybody, for your questions. And we sure hope to get to continue the conversation with you as we develop Buckeye's first transportation safety plan. Have a good evening.

Appendix L – Online Survey Data

engagey2k

Report Type: Project
Project Name: Buckeye Safe Streets for All
Date Range: 12-11-2024 - 01-04-2025
Exported: 01-04-2025 15:11:52

Performance Summary
Information regarding key visitation and utilisation metrics for your Site or projects.



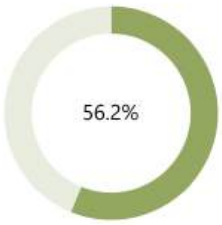
1,278	1,137	952	1,105	571	0
Views	Visits	Visitors	Contributions	Contributors	Followers

Views - The number of times a Visitor views any page on a Site.
Visits - The number of end-user sessions associated with a single Visitor.
Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Contributions - The total number of responses or feedback collected through the participation tools.
Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.
Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.

Conversions

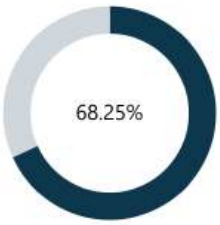
Information regarding how well your engagement websites converted Visitors to perform defined key actions.

Feedback



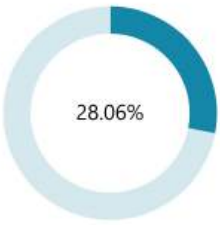
Percentage of visits where at least **1 contribution** was made.

Attention



Percentage of visits that lasted at least **1 active minute**.

Actions



Percentage of visits where at least **2 actions** were performed.

Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity
Contributions by Activity is a breakdown of contributions across each tool

Activity	Contributions	%
Form	679	61.45%
Social Map	426	38.55%

Top Activities
Top Activities is the top 5 tools that received the highest contributions

Activity	Page Name	Contributions	Contributors
Form	Buckeye Safe Streets for All	679	556
Social Map	Buckeye Safe Streets for All	426	193
Visioner Input	Buckeye Safe Streets for All	0	0
Forum	Buckeye Safe Streets for All	0	0
Form	Join the Mailing List	0	0

Projects

The current number of published projects on your site

Engagement Time

4	3	37
Days	Hours	Minutes

Jan 31st 2025	Friday
Peak Visitation Date	Peak Visitation Day

Top Visited Pages
Summary information for the top five most visited Pages.

Page Name	Visitation %	Visits	Visitors
Buckeye Safe Streets for All	99.74%	1,134	952
Join the Mailing List	0.26%	3	2

People

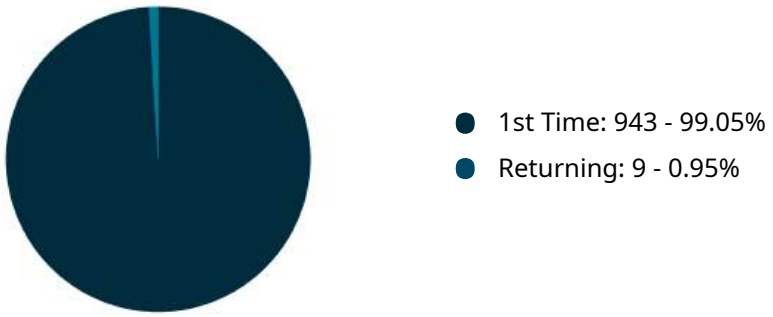
Information regarding who has participated in your projects and activities.

Follower Activity
Information regarding the activity of registered Members who have 'followed' or subscribed to one or more projects.

0	0	0	0
Total Followers	New Followers	Total Follows	New Follows

Total Followers - The number of unique Members who have 'followed' at least one project.
New Followers - The number of new unique Members who have 'followed' at least one project within the specified reporting date range.
Total Follows - The number of total 'follows' performed by all Followers across all projects. Each Follower may record multiple Follows.
New Follows - The number of new total 'follows' performed by all Members across all projects within the specified reporting date range.

Visitor Profile
Visitor Profile is a comparison between new visitor and returning over the selected period

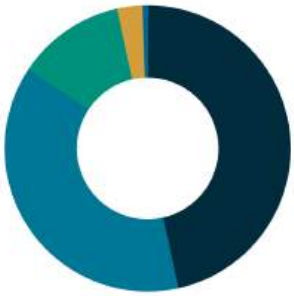


First Time - The number of Visitors that are visiting a Site for the first time within the reporting date range.
Returning - The number of Visitors that have made more than one Visit to a Site within the reporting date range.

Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.

Referral Types
Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.



- Websites: 453 - 46.60%
- Direct: 367 - 37.76%
- Social Media: 119 - 12.24%
- Search Engine: 28 - 2.88%
- Campaigns: 5 - 0.51%

Direct - Visitors who have arrived at a Site by entering the exact web address or URL of the page.
Search Engine - Visitors who have arrived at a Site via a search engine. Such as Google, Yahoo, etc.
Websites - Visitors who have arrived at the Site after clicking a link located on an external website.
Social Media - Visitors who have arrived at a Site by clicking a link from a known social media site such as Facebook, X, LinkedIn, etc.
Campaigns - Visitors who have arrived through a campaign (using a UTM). See your email campaign report for more details on campaigns sent from this platform.

Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.

0
Total Downloads

No Data Available

Email Campaigns

Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).

0
Email Campaigns Sent

0
Total Recipients

0%
Click-through Rate

No Data Available

engagey2k

Report Type: Form Results Overview
Date Range: 22-01-2025 - 25-03-2025
Exported: 01-04-2025 15:20:36

Closed

Buckeye Transportation Safety Plan - Phase 1 Survey
Buckeye Safe Streets for All

556	679
Contributors	Contributions

Key Statistics

Information regarding the split of contributors and contributions between Members and non-Members.

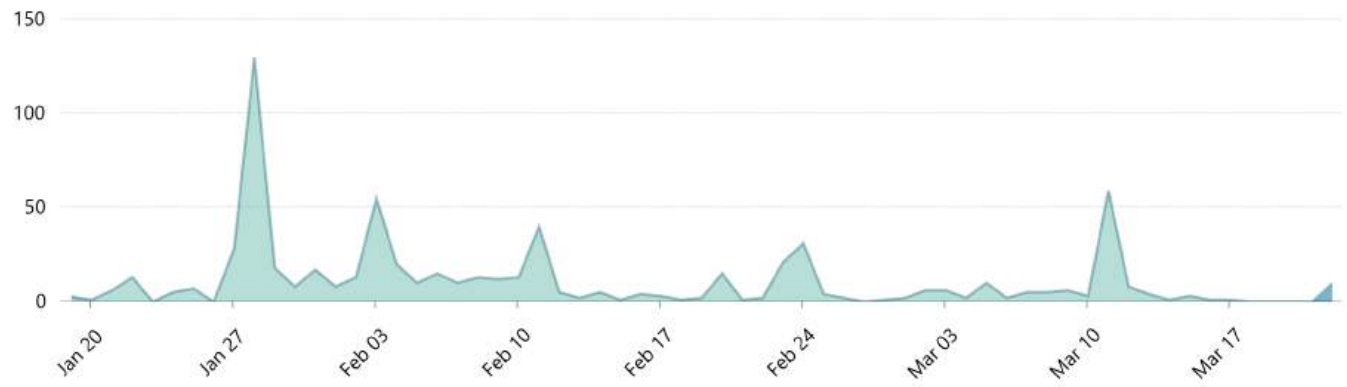
1 (0.2%) Member contributors

555 (99.8%) Anonymous contributors

11 (1.6%) Member contributions

668 (98.4%) Anonymous contributions

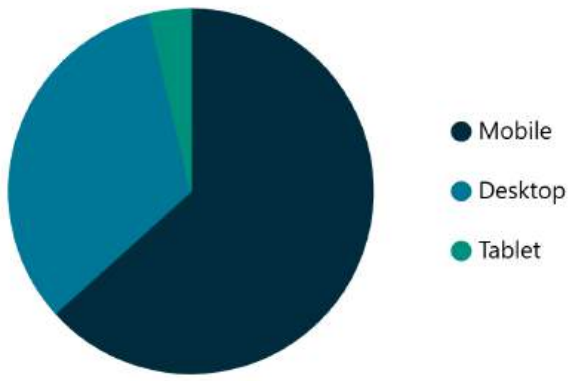
Contribution Activity
Information regarding the contribution activity of Member and anonymous contributors over time.



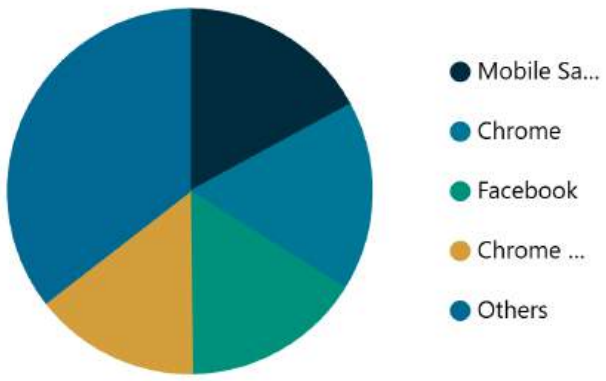
Technology

Information relating to the types of technology used by your participants in the engagement activity.

Device type
Information showing what devices were used by participants in the engagement activity.



Browsers
Information showing what web browsers versions were used by participants in the engagement activity.



Member Demographics

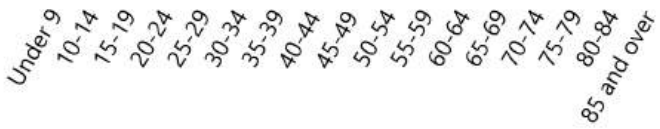
Information regarding the demographic characteristics of the Members who have participated in your engagement activities.

Member Gender

Data showing the gender breakdown of Members who have participated in your engagement activities. This graph shows any potential gender bias you may have in your results.

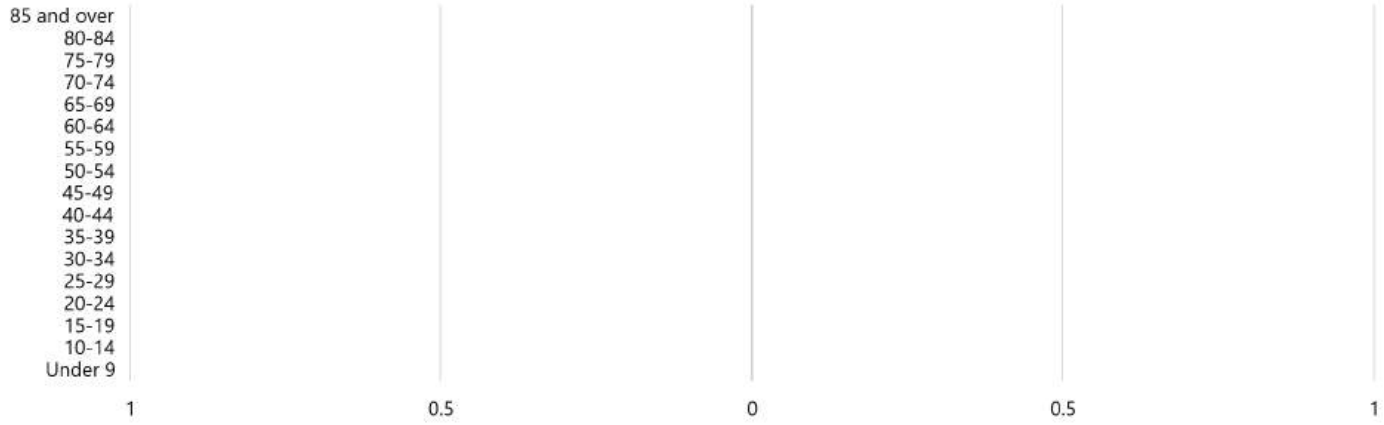
Member Age

Data showing the age distribution of Members who have participated in your engagement activities. This graph shows any potential age bias you may have in your results.



Member Gender by Age

Data showing the age and gender of Members who have participated in your engagement activities. This graph shows any potential gender or age bias you may have in your results.



Member Locations

Information regarding the geographic location (e.g. postcode) of Members who have contributed to your engagement activity.

Member Map

Map showing the location of Members who have contributed to your engagement activity.

No Data Available

Member Contributions by Location

Information regarding the location of Members who have made contributions in your engagement activity.

No Data Available

Closed

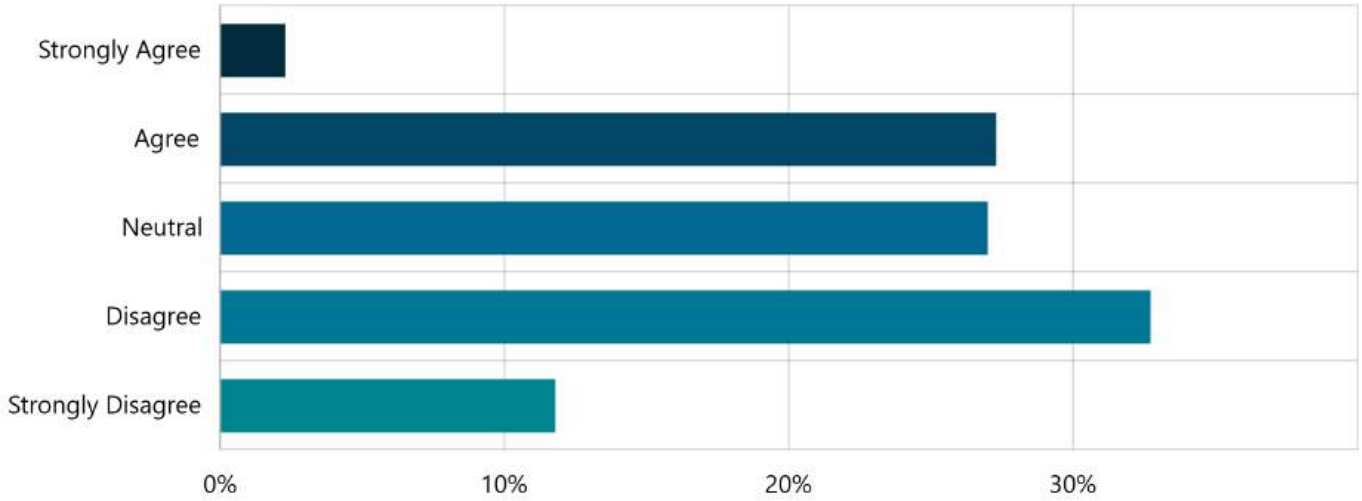
Buckeye Transportation Safety Plan - Phase 1 Survey
Buckeye Safe Streets for All

556	679
Contributors	Contributions

Contribution Summary

1. Thinking of your experience traveling in Buckeye, do you agree that Buckeye streets are safe?

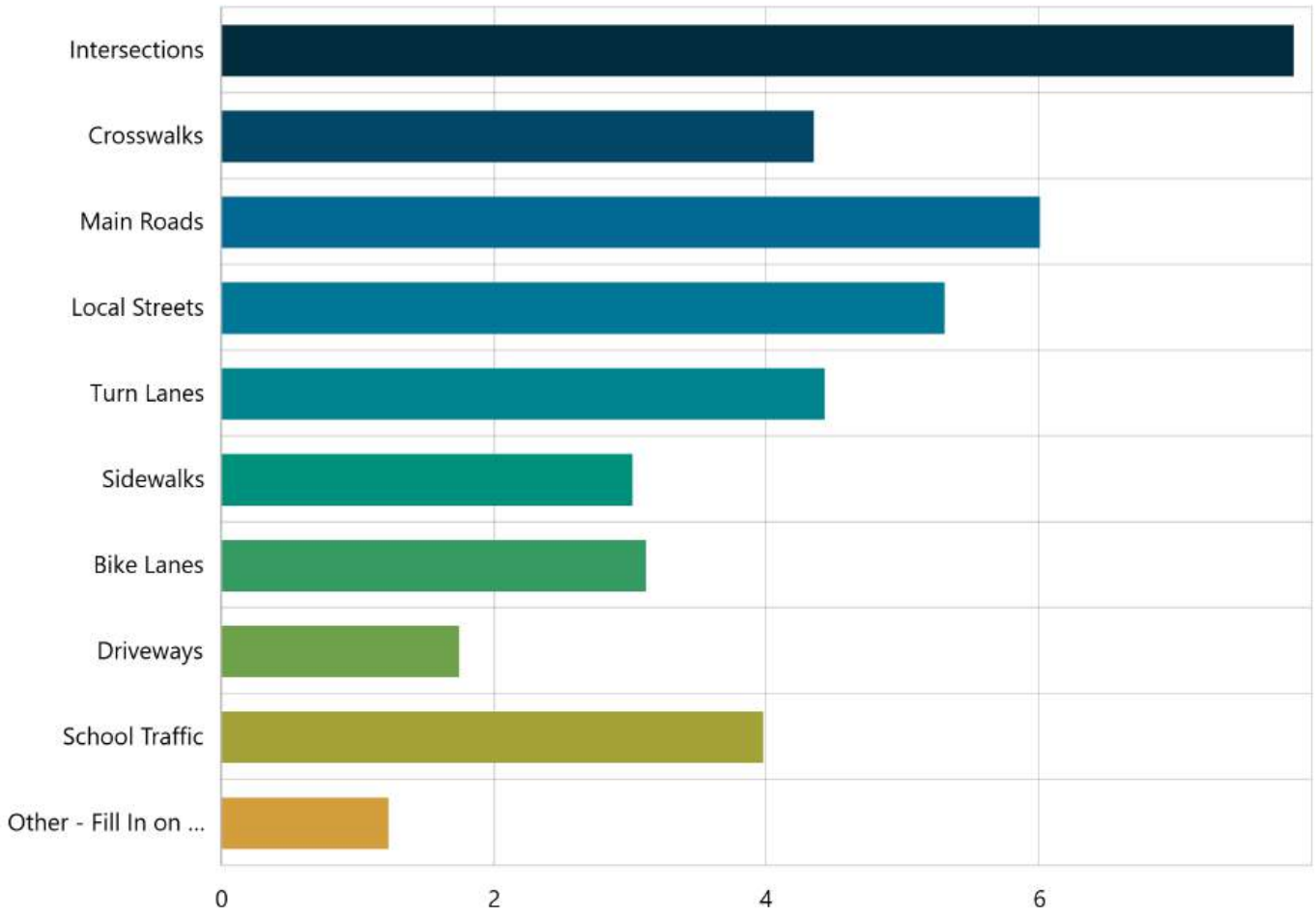
Multi Choice | Skipped: 15 | Answered: 664 (97.8%)



Answer choices	Percent	Count
Strongly Agree	2.26%	15
Agree	27.26%	181
Neutral	26.96%	179
Disagree	32.68%	217
Strongly Disagree	11.75%	78

2. Which areas are of greatest safety concern to you? Rank the following areas in order from most concerning to least concerning.

Ranking | Skipped: 67 | Answered: 612 (90.1%)



	1	2	3	4	5	6	7	8	9	10	Count	Score	Avg Rank
Intersections	56.79% 301	20.19% 107	10.57% 56	5.85% 31	3.02% 16	1.70% 9	0.94% 5	0.75% 4	0.19% 1	0% 0	530	7.86	1.92
Crosswalks	11.22% 44	16.84% 66	10.46% 41	14.80% 58	17.09% 67	14.80% 58	8.16% 32	4.59% 18	1.53% 6	0.51% 2	392	4.34	4.22
Main Roads	20.34% 95	31.26% 146	17.13% 80	9.42% 44	6.42% 30	6.42% 30	3.85% 18	2.78% 13	2.14% 10	0.21% 1	467	6.00	3.13
Local Streets	13.09% 58	18.06% 80	23.93% 106	14.90% 66	11.06% 49	7.67% 34	6.55% 29	2.93% 13	1.81% 8	0% 0	443	5.30	3.67
Turn Lanes	3.95% 16	14.07% 57	20.99% 85	19.51% 79	13.33% 54	13.09% 53	8.64% 35	4.94% 20	1.48% 6	0% 0	405	4.42	4.32
Side	2.75	8.26	7.44	9.09	9.09	14.05	20.11	18.73	10.19	0.28	363	3.01	5.93

walks	% 10	% 30	% 27	% 33	% 33	% 51	% 73	% 68	% 37	% 1			
Bike Lanes	5.99 % 22	6.54 % 24	10.08 % 37	9.26 % 34	8.99 % 33	10.08 % 37	15.80 % 58	21.25 % 78	11.17 % 41	0.82 % 3	367	3.11	5.81
Driveways	0.92 % 3	0.92 % 3	2.45 % 8	4.59 % 15	3.06 % 10	7.95 % 26	12.23 % 40	18.96 % 62	43.73 % 143	5.20 % 17	327	1.74	7.74
School Traffic	8.48 % 34	9.48 % 38	14.96 % 60	12.72 % 51	16.96 % 68	9.48 % 38	7.23 % 29	8.23 % 33	11.47 % 46	1.00 % 4	401	3.97	4.95
Other - Fill In on Next Question	24.37 % 29	14.29 % 17	13.45 % 16	6.72 % 8	7.56 % 9	1.68 % 2	2.52 % 3	1.68 % 2	1.68 % 2	26.05 % 31	119	1.22	4.75

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

3. If you entered "other" for the previous question, please explain.

Short Text | Skipped: 549 | Answered: 130 (19.1%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	1% (1)	1% (1)	98% (128)

Tags

Tag	Percent	Count
stop sign	16%	21
signal	13%	17
Intersection	12%	15
speeding	9%	12
lighting	7%	9
design	6%	8
Congestion	5%	7
striping	5%	6
Development	5%	6
Add lanes	4%	5
Freight	4%	5
enforcement	3%	4
School	3%	4
sidewalk	3%	4
street parking	2%	3
Merge lane	2%	3

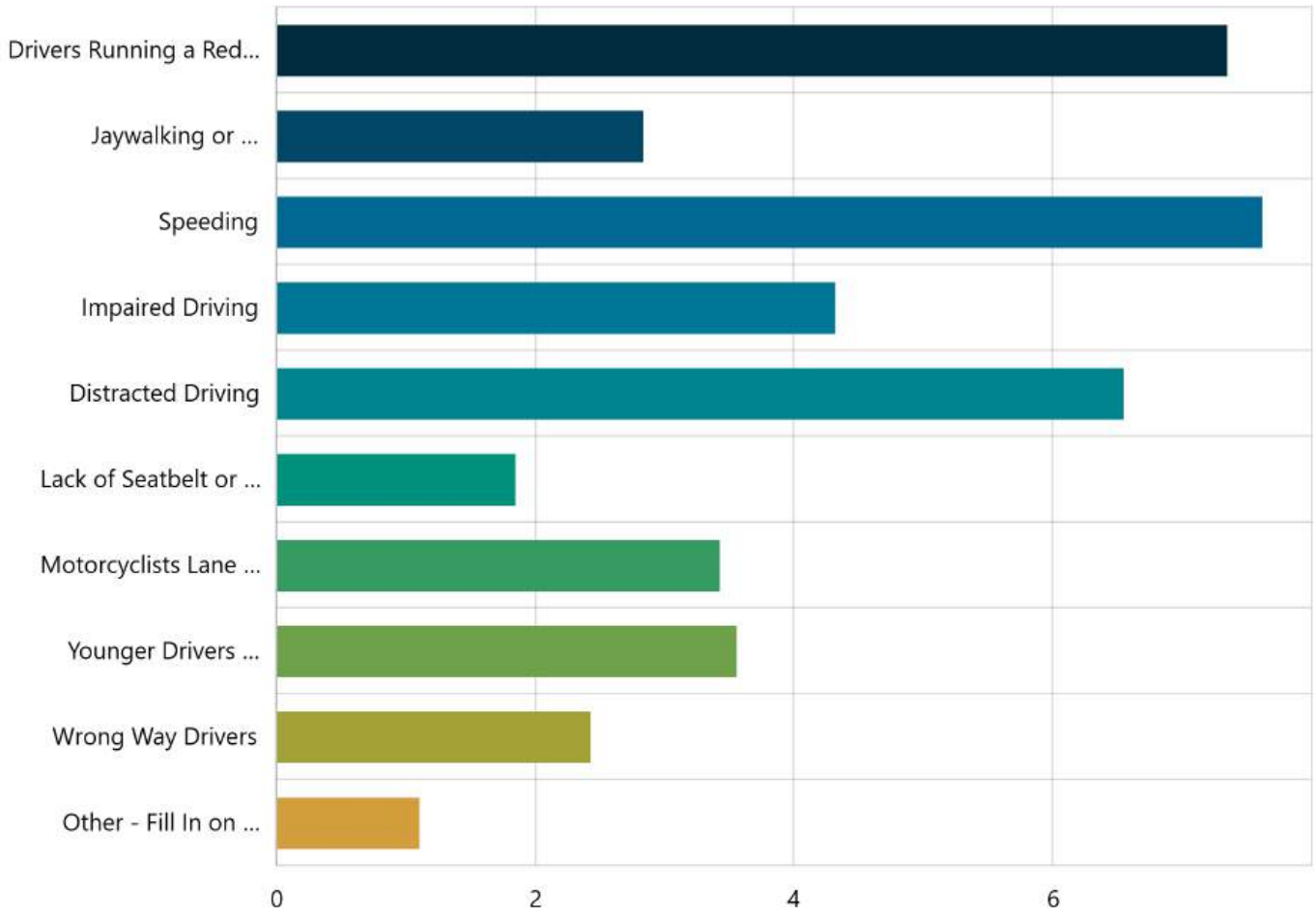
Maintenance	2%	2
Construction	2%	2
Visibility	2%	2
transit	1%	1
Bicycling	1%	1
pedestrians	1%	1
Noise	1%	1
access	1%	1
distracted driving	1%	1
education	1%	1
Reckless	1%	1
Roundabout	1%	1
Reckless driving	1%	1
Turn lane	1%	1
Paving	1%	1

Featured Contributions

No featured contributions

4. Which behaviors are of greatest safety concern to you? Rank the following behaviors in order from most concerning to least concerning.

Ranking | Skipped: 72 | Answered: 607 (89.4%)



	1	2	3	4	5	6	7	8	9	10	Count	Score	Avg Rank
Drivers Running a Red Light or Failing to Yield	46.73% 236	22.18% 112	13.66% 69	8.51% 43	4.95% 25	2.18% 11	1.19% 6	0.40% 2	0.20% 1	0% 0	505	7.34	2.17
Jaywalking or Distracted Pedestrians	4.15% 14	5.93% 20	7.42% 25	8.61% 29	12.17% 41	16.62% 56	16.32% 55	16.32% 55	12.17% 41	0.30% 1	337	2.83	5.91
Speeding	34.64% 185	36.14% 193	12.36% 66	6.18% 33	4.49% 24	2.25% 12	1.69% 9	1.50% 8	0.56% 3	0.19% 1	534	7.61	2.35

Impaired Driving	6.60% 25	12.14% 46	20.05% 76	23.22% 88	14.51% 55	14.78% 56	4.49% 17	4.22% 16	0% 0	0% 0	379	4.31	4.10
Distracted Driving	14.87% 73	24.64% 121	32.38% 159	17.11% 84	6.92% 34	2.04% 10	1.83% 9	0.20% 1	0% 0	0% 0	491	6.54	2.91
Lack of Seatbelt or Helmet Use	0.64% 2	0.96% 3	1.28% 4	2.88% 9	5.43% 17	9.27% 29	23.32% 73	27.16% 85	28.12% 88	0.96% 3	313	1.84	7.44
Motorcyclists Lane Splitting (weaving between vehicles)	2.95% 11	7.77% 29	12.33% 46	12.60% 47	15.01% 56	12.60% 47	16.35% 61	10.99% 41	8.85% 33	0.54% 2	373	3.42	5.44
Younger Drivers (inexperience) and/or older Drivers (reduced vision, mobility, cognitive)	4.96% 19	4.96% 19	10.18% 39	15.93% 61	17.75% 68	15.40% 59	8.88% 34	13.32% 51	7.83% 30	0.78% 3	383	3.55	5.37
Wrong Way Drivers	2.11% 7	3.61% 12	3.92% 13	7.83% 26	12.65% 42	15.96% 53	14.76% 49	11.45% 38	26.51% 88	1.20% 4	332	2.42	6.57
Other - Fill In on Next Question	36.08% 35	9.28% 9	11.34% 11	6.19% 6	7.22% 7	6.19% 6	2.06% 2	3.09% 3	0% 0	18.56% 18	97	1.10	4.11

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

5. If you entered "other" for the previous question, please explain.

Short Text | Skipped: 571 | Answered: 108 (15.9%)

Sentiment

No sentiment data

Tags

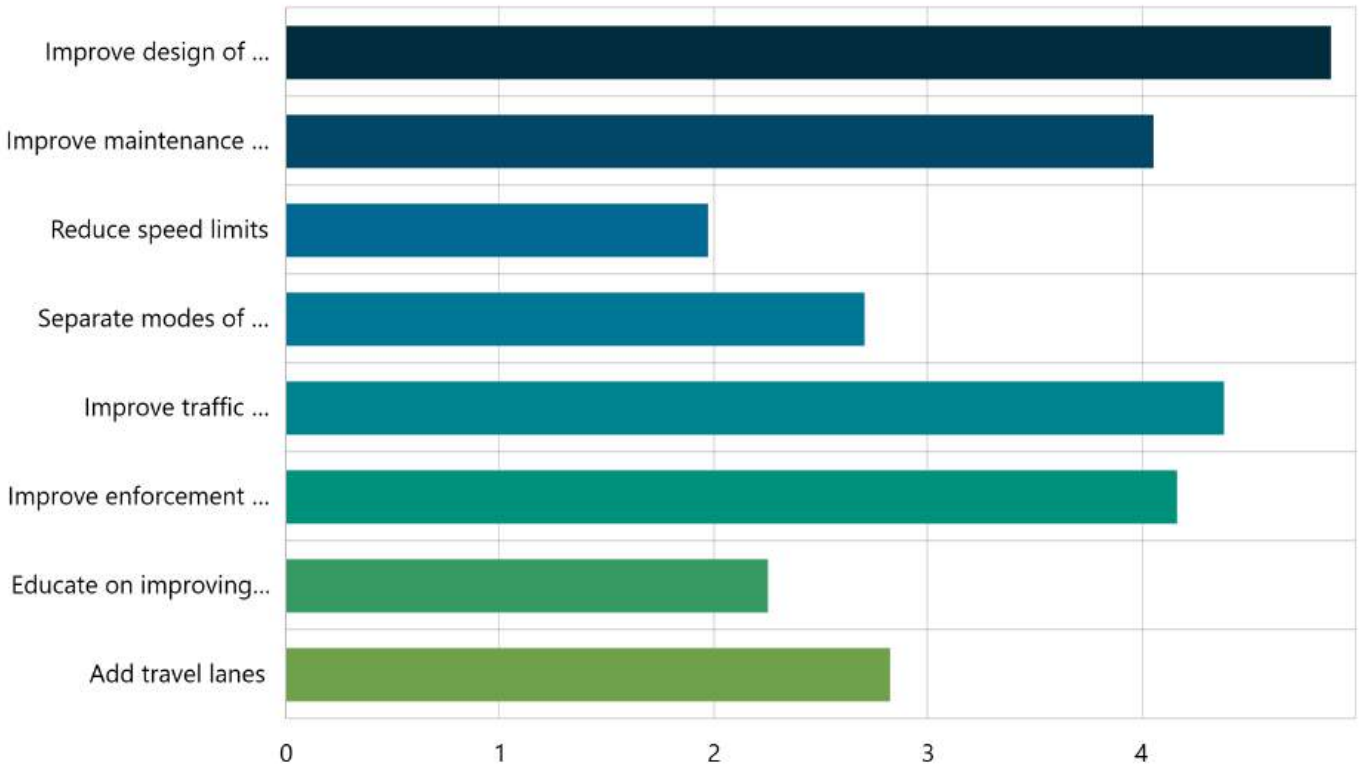
Tag	Percent	Count
speeding	18%	19
stop sign	16%	17
Intersection	9%	10
Bicycling	8%	9
Reckless driving	8%	9
signal	6%	7
enforcement	5%	5
sidewalk	5%	5
crosswalk	5%	5
Noise	4%	4
striping	4%	4
lighting	4%	4
design	4%	4
School	4%	4
Congestion	4%	4
Construction	3%	3
pedestrians	3%	3

Development	3%	3
distracted driving	3%	3
Add lanes	2%	2
Maintenance	2%	2
Freight	2%	2
street parking	2%	2
Roundabout	1%	1
Sign	1%	1
Visibility	1%	1
education	1%	1
Motorcycles	1%	1
Speed limit	1%	1

Featured Contributions

No featured contributions

6. Which of the following strategies would you like to see Buckeye implement to enhance safety for pedestrians, cyclists, public transit users and drivers? Rank the following strategies in order of preference.
Ranking | Skipped: 72 | Answered: 607 (89.4%)



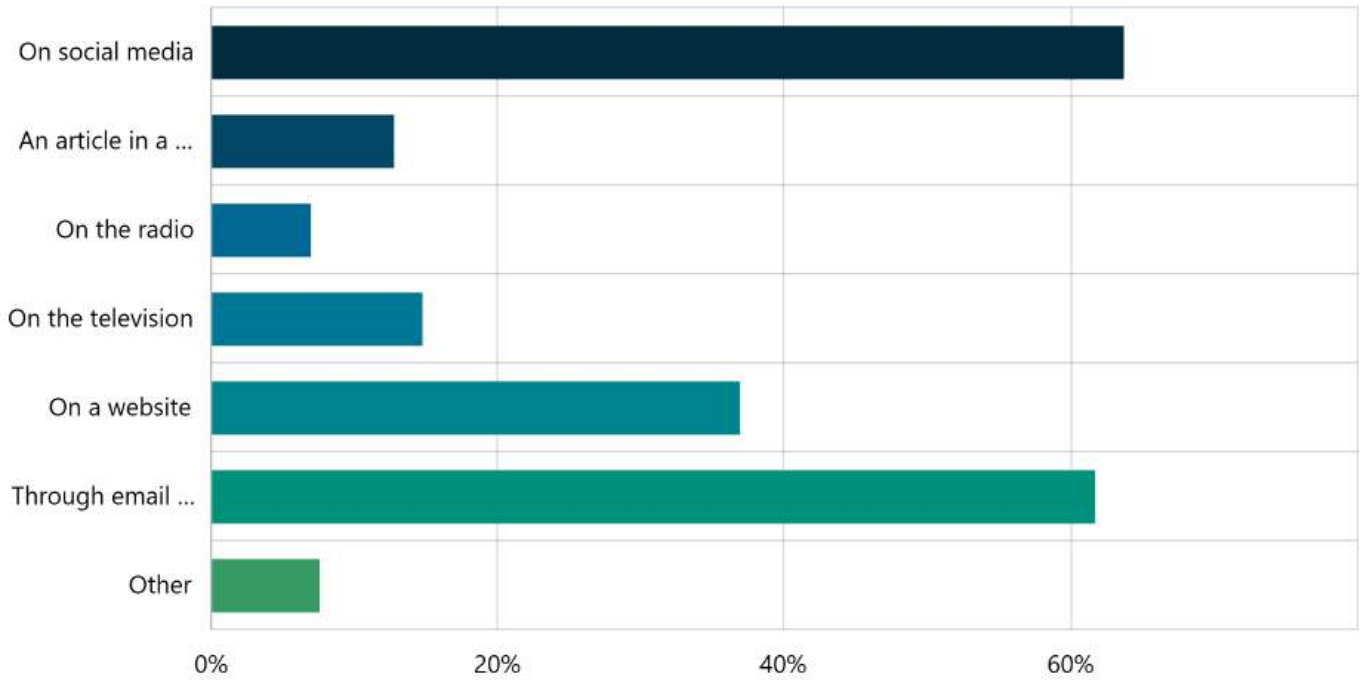
	1	2	3	4	5	6	7	8	Count	Score	Avg Rank
Improve design of roadways (includes adding sidewalks and bike facilities)	35.16% 160	24.84% 113	15.16% 69	12.97% 59	7.25% 33	2.86% 13	1.10% 5	0.66% 3	455	4.88	2.49
Improve maintenance of roadways (includes maintaining sidewalks and bike facilities)	17.22% 72	24.64% 103	22.49% 94	15.07% 63	9.09% 38	8.37% 35	2.63% 11	0.48% 2	418	4.05	3.12

Reduce speed limits	10.12% 33	8.90% 29	7.36% 24	6.75% 22	11.35% 37	12.27% 40	19.33% 63	23.93% 78	326	1.97	5.34
Separate modes of transportation (bicyclists/pedestrians/vehicles)	10.70% 38	11.83% 42	13.80% 49	14.93% 53	13.80% 49	16.62% 59	12.96% 46	5.35% 19	355	2.70	4.38
Improve traffic signal operations	21.29% 96	19.51% 88	22.84% 103	14.19% 64	11.53% 52	7.32% 33	2.66% 12	0.67% 3	451	4.38	3.11
Improve enforcement of existing traffic laws	28.15% 123	19.45% 85	13.73% 60	10.76% 47	7.78% 34	10.07% 44	8.70% 38	1.37% 6	437	4.16	3.22
Educate on improving driver behavior, such as reducing speeding and proper usage of seatbelts	6.00% 21	8.86% 31	9.71% 34	11.14% 39	18.57% 65	12.29% 43	21.43% 75	12.00% 42	350	2.25	5.10
Add travel lanes	19.05% 64	20.54% 69	14.88% 50	10.71% 36	5.36% 18	6.25% 21	7.74% 26	15.48% 52	336	2.82	3.90

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

7. What are the most effective ways for you and your family to learn about roadway safety issues in Buckeye? Please choose two.

Multi Choice | Skipped: 25 | Answered: 654 (96.3%)



Answer choices	Percent	Count
On social media	63.61%	416
An article in a newspaper	12.69%	83
On the radio	6.88%	45
On the television	14.68%	96
On a website	36.85%	241
Through email communications	61.62%	403
Other	7.49%	49

8. If you entered "other" for the previous question, please explain.

Short Text | Skipped: 636 | Answered: 43 (6.3%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	0% (0)	2% (1)	98% (42)

Tags

Tag	Percent	Count
USPS	21%	9
education	12%	5
Buckeye Magazine	12%	5
Text	12%	5
enforcement	5%	2
Add lanes	2%	1
Electronic Sign	2%	1
Reckless driving	2%	1
street parking	2%	1
Notification Sign	2%	1
Phone Call	2%	1
PSA	2%	1

Featured Contributions

No featured contributions

9. What is your home zip code?

Short Text | Skipped: 10 | Answered: 669 (98.5%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	0% (0)	1% (6)	99% (663)

Tags

No tag data

Featured Contributions

No featured contributions

10. What is your work or school zip code?

Short Text | Skipped: 139 | Answered: 540 (79.5%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	0% (0)	1% (4)	99% (536)

Tags

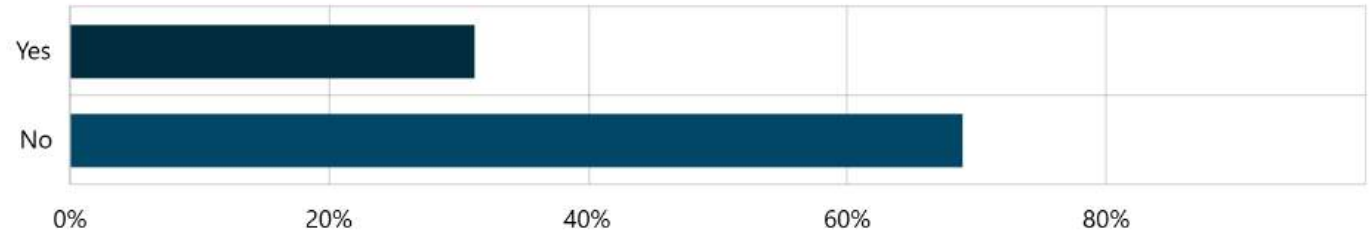
No tag data

Featured Contributions

No featured contributions

11. Do you provide care for school-age children?

Select Box | Skipped: 63 | Answered: 616 (90.7%)



Answer choices	Percent	Count
Yes	31.17%	192
No	68.83%	424
Total	**100.00%**	**616**

12. What is your email address? (Optional)

Short Text | Skipped: 412 | Answered: 267 (39.3%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	0% (0)	0% (1)	100% (266)

Tags

No tag data

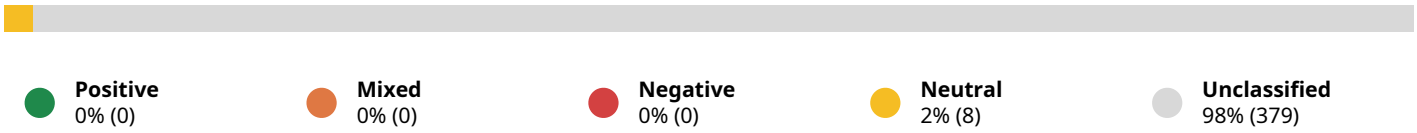
Featured Contributions

No featured contributions

13. Do you have additional comments about road safety in Buckeye?

Long Text | Skipped: 292 | Answered: 387 (57%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	0% (0)	2% (8)	98% (379)

Tags

Tag	Percent	Count
signal	19%	74
speeding	18%	71
enforcement	16%	60
School	9%	35
Development	9%	34
design	8%	32
stop sign	8%	31
Bicycling	7%	29
Congestion	7%	27
pedestrians	7%	27
Add lanes	6%	23
Intersection	6%	22
striping	4%	16
sidewalk	4%	16
Maintenance	4%	14
Thank you	3%	13

education	3%	13
Speed limit	3%	13
Construction	3%	12
crosswalk	3%	11
Freight	3%	10
distracted driving	2%	8
transit	2%	8
street parking	2%	6
lighting	2%	6
Roundabout	2%	6
Multimodal	2%	6
access	2%	6
Noise	1%	4
outreach	1%	3
Young	1%	3
wrong way driving	1%	3
Visibility	1%	3
Rural areas	1%	2
DUI	0%	1
Elderly	0%	1
Motorcycles	0%	1

Featured Contributions

No featured contributions

engagey2k

Report Type: Social Map Results Overview
Date Range: 22-01-2025 - 19-03-2025
Exported: 01-04-2025 15:13:32

Closed

Map Safety Issues in Buckeye
Buckeye Safe Streets for All

193	426
Contributors	Contributions

Key Statistics

Information regarding the split of contributors and contributions between Members and non-Members.

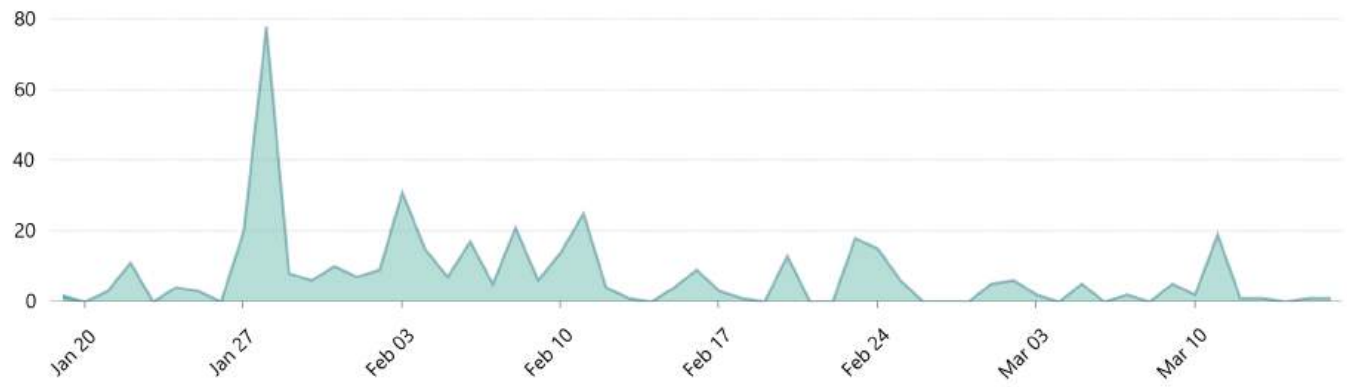
1 (0.5%) Member contributors

192 (99.5%) Anonymous contributors

1 (0.2%) Member contributions

425 (99.8%) Anonymous contributions

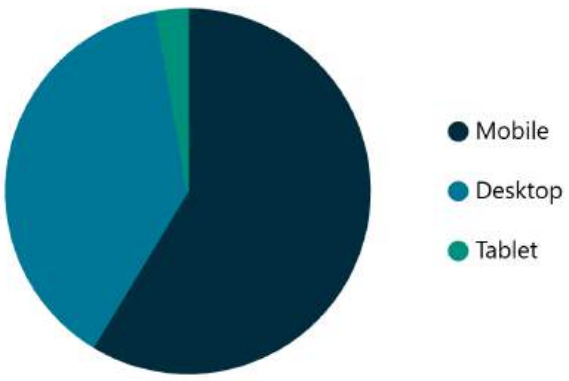
Contribution Activity
Information regarding the contribution activity of Member and anonymous contributors over time.



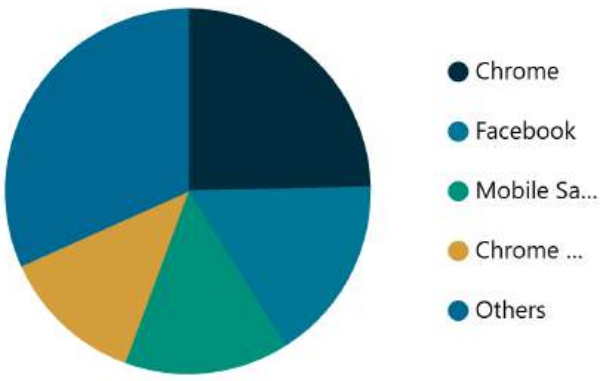
Technology

Information relating to the types of technology used by your participants in the engagement activity.

Device type
Information showing what devices were used by participants in the engagement activity.



Browsers
Information showing what web browsers versions were used by participants in the engagement activity.



Member Demographics

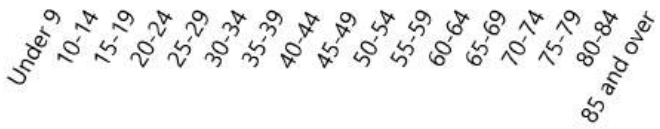
Information regarding the demographic characteristics of the Members who have participated in your engagement activities.

Member Gender

Data showing the gender breakdown of Members who have participated in your engagement activities. This graph shows any potential gender bias you may have in your results.

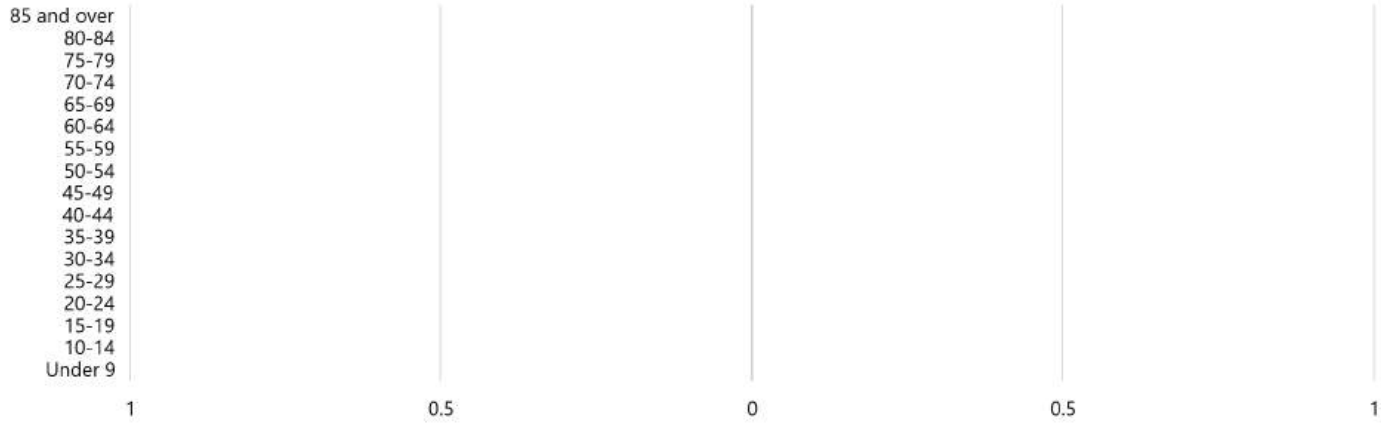
Member Age

Data showing the age distribution of Members who have participated in your engagement activities. This graph shows any potential age bias you may have in your results.



Member Gender by Age

Data showing the age and gender of Members who have participated in your engagement activities. This graph shows any potential gender or age bias you may have in your results.



Member Locations

Information regarding the geographic location (e.g. postcode) of Members who have contributed to your engagement activity.

Member Map

Map showing the location of Members who have contributed to your engagement activity.

No Data Available

Member Contributions by Location

Information regarding the location of Members who have made contributions in your engagement activity.

No Data Available

engagey2k

Report Type: Social Map Results Summary
Date Range: 22-01-2025 - 19-03-2025
Exported: 01-04-2025 15:16:28

Closed

Map Safety Issues in Buckeye
Buckeye Safe Streets for All

193	426
Contributors	Contributions

Key Statistics

Top-level information about the activity.

426
Posts
193 contributors

210
Total Votes
2 avg. votes / post

Map Post Summary

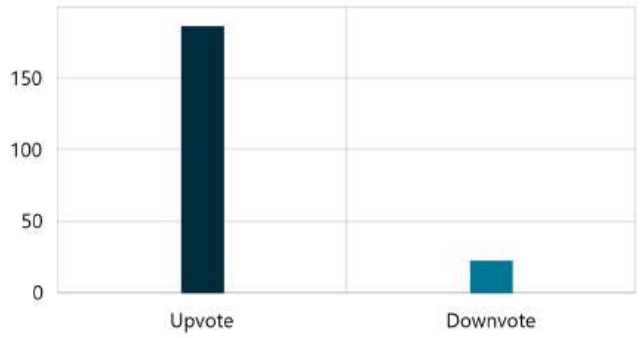
Summary of content contributed by participants including location information, voting results and more.

Posts by Location
Map showing all posts contributed by participants.

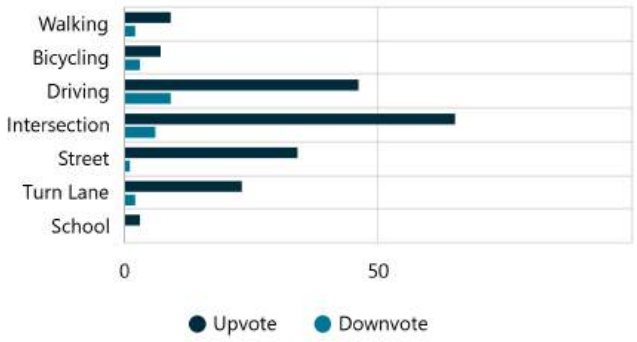
Top Contributions by Location
Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
85326, Buckeye, Maricopa County, Arizona, United States	309	72.54%
Sundance, 85326, Buckeye, Maricopa County, Arizona, United States	42	9.86%
Verrado, 85396, Buckeye, Maricopa County, Arizona, United States	24	5.63%
Valencia Heights, 85396, Buckeye, Maricopa County, Arizona, United States	11	2.58%
Tartesso West, 85396, Buckeye, Maricopa County, Arizona, United States	7	1.64%
85396, Litchfield Park, Maricopa County, Arizona, United States	6	1.41%
85396, Surprise, Maricopa County, Arizona, United States	5	1.17%
Sienna Hills, 85396, Buckeye, Maricopa County, Arizona, United States	5	1.17%
Sun City Festival, 85396, Surprise, Maricopa County, Arizona, United States	4	0.94%
Blue Horizons, 85326, Buckeye, Maricopa County, Arizona, United States	2	0.47%

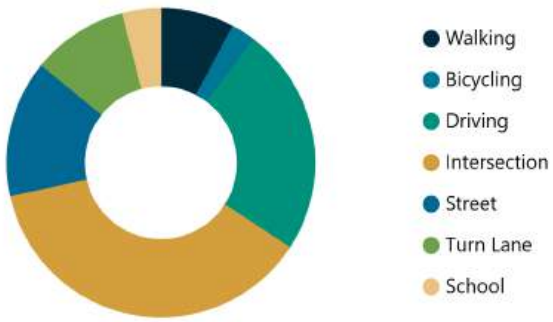
Ratings
Summary of voting and rating activity across all posts.



Ratings by Category
A comparison of the voting and rating activity of the categories contributors selected for their posts.



Posts by Category
Comparison showing the number of posts for each category, as selected by participants.



1. Comment:

Short Text | Skipped: 65 | Answered: 361 (84.7%)

Sentiment

No sentiment data

Tags

Tag	Percent	Count
signal	18%	65
speeding	17%	61
stop sign	12%	44
Design	9%	34
Add lanes	8%	30
striping	5%	19
crosswalk	5%	18
sidewalk	5%	17
Congestion	4%	16
Pedestrians	4%	13
visibility	3%	12
School	3%	12
Reckless driving	3%	11
lighting	3%	10
Bicycling	2%	9
Access	2%	8
enforcement	2%	7

roundabout	1%	4
Maintenance	1%	3
speed limit	1%	3
Street parking	1%	2
Freight	1%	2
wrong way driving	0%	1
transit	0%	1
Construction	0%	1

Featured Contributions

No featured contributions

APPENDIX E:

POLICY AND PROCESS GAPS AND RECOMMENDATIONS

Kimley»Horn

MEMORANDUM

To: Jeremy Labenski, Project Manager – Y2K Engineering

From: Michael Grandy, PE, RSP[1] – Kimley-Horn and Associates, Inc.

Date: September 2, 2025

Subject: City of Buckeye Policy and Process Gaps and Recommendations

An in-depth review of the City of Buckeye's key documents related to transportation safety policies and processes was conducted as part of the City's Safe Streets and Roads for All (SS4A) Transportation Safety Plan. Proposed recommendations for policies and processes to promote improved traffic safety performance are documented in the sections below. Recommendations are grouped into three areas:

- Policies and processes recommended in previously completed planning documents that have not yet been implemented by the City.
- Recommended updates to existing City policies and processes.
- Recommended new policies and processes.

Policies and Processes Recommended in Previously Completed Planning Documents

A detailed review of the previously completed planning documents was conducted and summarized in the City of Buckeye Existing Plan Review, dated April 3, 2025. The policies set forth in these documents were reviewed to determine if they had been implemented. The sections below provide documentation of the policies that were recommended in previously completed planning documents but have not yet been implemented.

2040 General Plan

- **Policy S-3.5** – The City of Buckeye will conduct safety education programs throughout the community.
  - Although this is being done informally through City Hall meetings, it is recommended that a programmatic approach be implemented to further reinforce safety through education programs in the community.

Parks and Recreation Master Plan

- **Strategy 13.5.16** – Ensure trails link to sidewalks to provide access and connection to proposed pathway/trail corridors.
- **Strategy 13.5.26** – Ensure trails are properly planned and located based on City path and trail standards.

- **Strategy 13.5.27** – Develop refined standards for grade-separated crossings and those occurring at intersections that can also serve a dual purpose for wildlife crossings.
- **Strategy 13.5.30** – Install signage along Buckeye's paths and trails that are consistent to an established standard by the City.
- **Strategy 13.9.16** – Conduct a tree and shade study to develop a standard in providing shade along streetscapes, right-of-way, parks, and paths and trails.
- **Strategy 13.9.22** – Incorporate guidelines and standards included in the master plan into City's development code.
- **Strategy 13.9.25** – Prepare design guidelines for parks, trails and open space that can be provided to developers at pre-application conferences.
    - It is recommended that these standards and guidelines referenced in the Parks and Recreation Master Plan be implemented.

Downtown Buckeye Specific Area Plan

- **Action 7.3.1 Subtask 1** – Complete a focused update to the City's Bike and Pedestrian Master Plan and Engineering Design Standards and Street Cross Sections to show downtown-specific connections.
- **Action 7.3.4 Subtask 1** – Update Engineering Design Standards to create downtown-specific right-of-way design standards to reflect a more urban context in line with the street sections contained within this Plan. Standards should consider multimodal needs and design requirements including streetscape elements and support active modes with consideration for pedestrian scale lighting and shade (see recommended typical sections).
    - It is recommended that these standards and guidelines referenced in the Downtown Buckeye Specific Area Plan be implemented.

Recommended Updates to Existing Policies and Processes

The following recommendations focus on language and text updates to existing City policies and processes to enhance clarity, consistency, and readability. These adjustments aim to ensure the content aligns with the City's safety goals and best practice tone, structure, and grammar. **Table 1** lists the existing City policies and processes reviewed.

Table 1 – City of Buckeye Policies Considered

Plan Name	Date
Access Management Guidelines Technical Memorandum	2020
Buckeye Speed Cushion Policy	2022
Buckeye Engineering Design Standards Chapter 6: Transportation	-
Section 6-1 Transportation Impact Analysis	2012 (with 2020 Amendments)
Section 6-3 Street Planning and Design Criteria	2025
Section 6-4 Transportation Traffic Signals	2024
Section 6-5 Signing and Marking	2024
Section 6-6 Intelligent Transportation Systems	2025
Section 7-1 Street Lighting	2024

Access Management Guidelines Draft Technical Memorandum

The City of Buckeye's draft Access Management Guidelines provide guidance and design standards for access spacing requirements, median openings, corner clearances, driveway spacing and shared accesses. The guidelines define the principles of access management and discuss the safety, operational, economic, and sustainability benefits. Access management guidelines from local agencies with similar characteristics are included within the guidance to better understand current industry policies being implemented.

If the City decides to finalize the access management guidelines document by integrating the guidelines with the City's Engineering Design Standards, it is recommended that the following changes (in **bold**) be incorporated to further promote safety:

- Rephrase the second bullet point under the Policies section on page 2 to *"New developments should provide active transportation facilities, such as pedestrian paths, bike paths, and trails that **safely** enhance connectivity between community green spaces and to regional parks and the Maricopa County trail system **for all users**."*
- Add an additional bullet under the Policies section on page 2 – "***At the discretion of the City Engineer, additional access management may be required to address identified safety concerns or to be context-sensitive.***"
- Rephrase the first sentence of Section 2.1 on page 5 to *"An effective access management plan aligns transportation plans, access policies, **safety considerations**, and design standards with the design faction of a roadway within the transportation network."*
- Rephrase the first sentence on page 6 to "*Consistent one-half mile spacing of full access intersections on major roads that are signalized or have the potential to be signalized enhances the ability to be coordinated and can help reduce travel time, emissions and fuel consumption by maintaining **safe and** efficient speeds."*
- Rephrase the third sentence of the section Provide a Supporting Street Network on page 8 *to "A well-planned transportation system provides a balanced collector and local street network to **safely and efficiently** accommodate site development access needs."*
- Rephrase the last sentence of the section Provide Unified Access and Circulation Systems on page 8 *to "Unified circulation systems offer opportunities for better separation of business access driveways from major signalized intersections and/or interchange ramps, **thereby enhancing safety and operations**."*
- Rephrase the first sentence of the section Safety Benefits on page 9 to *"The safety benefits of access management are attributable to improved access design, fewer traffic conflict locations, and **increased driver reaction time to potential conflicts**."*
- Rephrase the second sentence of the first paragraph on page 23 to *"Access connection spacing along higher classification cross streets (arterials and parkways), characterized by high volumes and high speeds, should facilitate smooth**, safe** traffic flows with minor variation of speed and fewer lane changes."*
- Consider adding this sentence to the end of the first paragraph of Section 4.2 on page 25, "***When considering full and partial median openings, pedestrian and bicyclist usage and volumes should also be reviewed."***

- Rephrase the first sentence on page 31 to *"Joint and cross access policies promote **safe** connections between major developments, as well as between smaller businesses along a corridor."*

If the City decides not to integrate the access management guidelines with the City's Engineering Design Standards, it is recommended that, at a minimum, a standard detail be developed that illustrates access spacing standards for various roadway classifications.

Buckeye Speed Cushion Policy

The City of Buckeye's Speed Cushion Policy and Procedures outlines the guidelines for the installation of speed cushions in response to residents' complaints about speeding in local neighborhoods. Speed cushions aim to mitigate the negative effects of speeding, improve pedestrian conditions, and allow larger emergency vehicles to pass without impediment. Streets eligible for speed cushions must meet specific criteria, such as being classified as "Local" or "Major Local" with a posted speed limit of 25 or 30 miles per hour (mph) and showing an average speed exceeding the posted limit by at least six mph. Additionally, there must be a history of complaints or citations related to speeding. The policy also details the steps for speed cushion installation, including initial application, evaluation by the City's Traffic Engineer, and a required petition with signatures from homeowners. The policy aims to ensure that speed cushions are installed and maintained as per set standards while balancing community needs and safety concerns.

The following modifications are recommended for consideration by the City of Buckeye:

- Add the following after the fourth sentence of the Background section on page 1: *"In response to citizens' requests, the City of Buckeye proposes a speed cushion policy. **To ensure the safety of all road users, the design and placement of speed cushions will adhere to best practices that minimize risk to pedestrians, bicyclists, and drivers. Additionally, proper signage and markings will be installed to alert drivers of speed cushions ahead.**"*
- Add the following after the last sentence of the last paragraph under Policy on page 2: "When funding is no longer available, City staff will continue to process requests for the next fiscal year. **Eligible candidate locations for speed cushion installation that are within ¼ mile of schools, parks, or other areas with high pedestrian or bicyclist activity or that have a history of crashes involving pedestrians or bicyclists should be given priority for speed cushion installation.**"
- Add the following after the second sentence of the second bullet under Evaluation on page 2 to ***"**Based on those counts, the Traffic Engineer will perform a speed study to determine, based on the volume of traffic, average speeds of traffic, and 85th percentile speeds of traffic, whether the candidate road segment is eligible for speed cushions. **The Traffic Engineer will review the latest five years of crash data and identify if there are any crashes involving pedestrians or bicyclists.**"*
- Add the following after the fourth sentence of the second bullet under Evaluation on page 2 to ***"**If the summary of calls overwhelmingly indicates a speeding issue, despite the data concerning volumes, average speed, and 85th percentile speed, the Traffic Engineer may*

determine that the candidate road segment is eligible for speed cushions. ***A memorandum summarizing the study will be prepared, considering the safety of all road users.****"*

- Rephrase the first sub-bullet of the third bullet under Determination on page 3 to ***"****City-funded speed cushions on Local streets with the highest differential between average speed and posted speed* ***or an identified crash history involving pedestrians or bicyclists****."*
- Rephrase the second sub-bullet of the third bullet under Determination on page 3 to ***"****City-funded speed cushions on Major Local streets with the highest differential between average speed and posted speed* ***or an identified crash history involving pedestrians or bicyclists****."*
- Add the following after the fourth sentence of the Speed Cushion Removal section on page 5: *"Upon receipt of a request for the removal of speed cushions supported by 70% of the homeowners within the original study area, the City Engineer and Public Works Director shall determine whether the speed cushions should be removed.* ***Safety considerations, including impacts on traffic speed, pedestrian and bicyclist safety, and emergency vehicle access, will be evaluated before a determination is made.****"*
- Add the following points to the Speed Cushion Detail:
  - *"****13. INSTALL PROPER SIGNAGE IN ADVANCE OF THE SPEED CUSHION TO WARN APPROACHING DRIVERS. REFLECTIVE MARKERS AND SIGNS SHOULD BE USED TO ENHANCE VISIBILITY, ESPECIALLY AT NIGHT.***
  - ***14. CONSULT WITH LOCAL EMERGENCY SERVICES TO ENSURE THAT SPEED CUSHION PLACEMENT DOES NOT IMPEDE EMERGENCY RESPONSE VEHICLES. PLACEMENT SHOULD ALLOW FOR UNIMPEDED PASSAGE OF FIRE TRUCKS, AMBULANCES, AND OTHER EMERGENCY VEHICLES.***
  - ***15. EVALUATE THE PROPOSED LOCATIONS FOR SPEED CUSHIONS TO ENSURE THEY DO NOT POSE A HAZARD TO PEDESTRIANS AND BICYCLISTS. CONSIDER PLACING ADDITIONAL SIGNAGE TO ALERT PEDESTRIANS AND BICYCLISTS TO THE PRESENCE OF SPEED CUSHIONS.***
  - ***16. IMPLEMENT A PUBLIC AWARENESS CAMPAIGN TO INFORM RESIDENTS AND DRIVERS ABOUT THE INSTALLATION OF SPEED CUSHIONS, THEIR LOCATIONS, AND THE INTENDED SAFETY BENEFITS.***
  - ***17. ESTABLISH A SCHEDULE FOR REGULAR MAINTENANCE CHECKS TO ENSURE THAT SPEED CUSHIONS REMAIN IN GOOD CONDITION. ANY DAMAGE OR WEAR SHOULD BE PROMPTLY REPAIRED TO MAINTAIN EFFECTIVENESS AND SAFETY.****"*

Buckeye Engineering Design Standards Chapter 6: Transportation

Through a separate contract, Kimley-Horn is doing a comprehensive update of all design standards for the City of Buckeye. The sections below detail additional recommendations beyond those updates that are focused on safety.

Section 6-1: Transportation Impact Analysis

The City of Buckeye's Traffic Impact Analysis (TIA) guidelines provide comprehensive requirements for preparing and submitting TIA reports that evaluate the impact of proposed developments on the City transportation system. The guidelines state that developers must include detailed projections of future traffic, analyze the current and future capacity of roadways, and identify necessary mitigation measures to maintain acceptable levels of service. This involves examining intersections, determining the number of required lanes, and ensuring signal timing and right-of-way needs are adequately addressed. The guidelines further outline specific scenarios in which TIAs are mandatory, based on the size and expected traffic generation of the development.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 6-1.001 A to "*It is the City's responsibility to provide an interconnected transportation system to ensure the* ***safe and efficient movement*** *of people and goods*."
- Rephrase 6-1.315 B to "*When the analyses indicate that a particular location is projected to operate at an acceptable level of service* ***and has no safety concerns****, no improvements are required. If, however, deficiencies are recognized, then improvements in access, geometry, or operations must be investigated. When reasonable improvements cannot sufficiently accommodate projected traffic, more detailed assessments of project size, land use, or development phasing may be required.*"

Section 6-3: Street Planning and Design Criteria

The City of Buckeye's Street Planning and Design Criteria outlines comprehensive policy and standards for the construction and modification of streets owned, operated, and maintained by the City. These criteria cover various aspects, including street classifications, design requirements, intersection design, street geometry, and final plans preparation. The document establishes guidelines for developers, landowners, and engineers to ensure all streets within and adjacent to their development meet the City's minimum standards for safety, efficiency, and effectiveness. It mandates developers to cover all necessary on-site and off-site improvements such as drainage, paving, curb, gutter, sidewalks, signage, striping, and traffic signals, and provides specifics on street classifications ranging from freeways to local streets, along with the corresponding design details for each classification. The criteria also outline procedures for plan preparation and submittal to the City for review and approval, ensuring all street designs and constructions are carefully planned and executed to meet both current and future needs of the City's infrastructure.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 6-3.001 D. to "*This section will also determine or aid with existing intersection improvement to improve existing* ***safety,*** *delay, or level of service*."
- Rephrase 6-3.104 D. to *"Opposing traffic flows are physically separated by a raised* ***median****.*
- Add to 6-3.205 A.3. the normally preferred minimum cross slope value.

- Rephrase 6-3.304 A. to "*Horizontal alignments should provide for efficient, **safe,** and comfortable operation of motor vehicles at a uniform design speed for substantial lengths of street."*
- Add to 6-3.306 "***C. Minimum or greater stopping sight distances should be provided in all cases. If the proper stopping sight distance is not met, measures such as clearing vegetation, improving road geometry, or relocating obstructions should be undertaken to enhance visibility for drivers and ensure safety.***"
- Rephrase 6-3.312 I.4a. to *"The minimum stopping sight distance is the distance required by the driver of a vehicle, traveling at a given speed, to **safely** bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, 3.5 feet above the pavement surface, to an object 0.5 feet high on the street, or currently accepted AASHTO standards."*

Section 6-4: Transportation Traffic Signals

The City of Buckeye's Traffic Signals policy establishes comprehensive engineering design standards for traffic signals within the City's public rights-of-way. These standards provide detailed guidelines for the installation and operation of traffic signals to ensure safety and efficiency. Key requirements include adherence to national, regional, and local standards, pre-design conferences, traffic signal needs studies, warrant and operational analyses, and specific design elements for poles, signals, controllers, and pedestrian devices. Developers are responsible for the costs of traffic signal installations or modifications required by their developments, and construction must be overseen by certified personnel. To maintain uniformity and safety, the policy specifies that all traffic signal projects must be reviewed by the City Engineer and comply with guidelines from sources such as the MUTCD and AASHTO.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 6-4.007 A.4b. to "*Protected only left turn phasing shall be required with dual left turn lanes **and should be considered in high pedestrian or bicyclist activity areas or where there are safety concerns related to left turn movements**.*"
- Rephrase 6-4.102 A. to "*For warranted traffic signals, a Traffic Signal Operational Analysis shall evaluate intersection operations and provide recommendations, including lane configuration and phasing, that will achieve a minimum level of service (LOS) of D or better **and improve safety at the intersection.**"*
- Rephrase 6-4.102 E.2. to *"Protected only left turn phasing should be implemented when there are sight distance restrictions**, ~~and~~** when there is a need for dual left turn lanes, **in high pedestrian activity areas,** or if a safety issue arises.**"***
- Add to 6.4.102 *"**G. Prohibiting right turns on red may be considered in high pedestrian or bicyclist activity areas or where there are safety concerns related to right turn movements.**"*
- Add section ***6-4.104 Signalized Mid-Block Pedestrian Crossing Treatments***
  - ***A. The implementation of signalized mid-block pedestrian crossing treatments such as Pedestrian Hybrid Beacons (PHB)/High-Intensity Activated Crosswalk***

Beacons (HAWK) shall be justified by a pedestrian crossing needs study and analysis focused on pedestrian safety, conducted in accordance with MUTCD guidelines.

- ***Renumber current section 6-4.104 Approval to 6-4.105 Approval***

- Rephrase 6-4.218 C to *"Pavement marking design at each signalized intersection shall consist of a new stop bar and new **high visibility** crosswalk on each approach, unless otherwise approved by the City Engineer."*

Section 6-5: Signing and Marking

The City of Buckeye's Signing and Marking standards contains comprehensive guidelines for the design, installation, and maintenance of street signage and pavement markings within the City. These standards cover both public and private streets. Key requirements include adherence to the Manual on Uniform Traffic Control Devices (MUTCD), the Arizona Supplement to the MUTCD, and specifications by the Arizona Department of Transportation (ADOT). The document details specific design criteria, enforcement procedures, and material requirements, ensuring uniformity and safety across the city's roadways. Important aspects include the need for visibility of pavement markings at night, removal of obsolete markings, and design conformity with MUTCD guidelines. The implementation and ongoing compliance with these standards aim to guarantee consistent and clear traffic control information, enhancing road safety and navigability in the City of Buckeye.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 6-5.102 S. to "*School crossings shall be signed in accordance with **ADOT** Guidelines. **School warning signs and accompanying placards must be ASTM proposed Type XI fluorescent yellow green sheeting. Height requirements and sign locations are pursuant to the MUTCD.**"*
- At the end of 6.5.102, consider adding recommendations for the following sign types:
  - **Bike Lane Signs**
  - **Pedestrian/Bicycle Crossing Warning Signs**
  - **Yield Signs for Roundabouts**
  - **Railroad Crossings**
  - **No U-Turn Signs**
  - **No Turn on Red Signs**

Section 6-6: Intelligent Transportation Systems

The City of Buckeye's Intelligent Transportation Systems (ITS) policy establishes comprehensive engineering design standards for ITS infrastructure within the city public rights-of-way. These standards provide detailed guidelines and requirements for the installation and operation of ITS infrastructure to ensure safety and efficiency. Key requirements include adherence to national, regional, and local standards, pre-design conferences, City of Buckeye ITS policies, and specific design elements for conduits, pull boxes, and fiber optic cabling. Developers are responsible for the costs of ITS infrastructure installations or modifications required by their developments, and construction must be overseen by certified personnel.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 6-6.004 A. to *"Developers/Landowners and City CIP projects shall verify the requirements for ITS infrastructure as well as roadway and paving improvements that are required to provide service to a site* ***considering all users****."*
- Add to 6-6.006 A. "***8. Install ITS infrastructure such that it safely accommodates pedestrians, bicyclists, and other vulnerable road users.***"
- Rephrase 6-6.102 C. to *"Pull boxes should be designed to avoid exposing any sides or the lid of the pull box that might be a hazard to traffic,* ***pedestrians, or bicyclists****. Pull box lids should open away from traffic on the downstream side, parallel to the road."*

Section 7-1: Street Lighting

The City of Buckeye's Street Lighting policy establishes comprehensive engineering design standards for the design, installation, and maintenance of street lighting infrastructure within the city public rights-of-way. These cover lighting along both public and private roads. Key requirements include adherence to State Lighting Regulations, City codes, photometric analysis design requirements, pole location requirements, and specific material requirements for LED luminaires, photocells, and poles. The document details specific design criteria, enforcement procedures, and material requirements, ensuring uniformity and safety across the city's roadways.

The following modifications are recommended for consideration by the City of Buckeye:

- Rephrase 7-1.001 C. to *"Developers/Landowners shall install, at their expense, all on-site and off-site street lighting necessary to serve their developments* ***and the motorists, pedestrians, and bicyclists who will use their developments****."*
- Add to 7-1.001 "***G. The City may require additional street lighting infrastructure in high pedestrian or bicyclist activity areas if needed to provide adequate lighting.****"*
- Rephrase 7-1.102 K. to *"All street lighting designs should follow the photometric requirements shown in Table 1 to provide ideal lighting conditions. Certain factors and conditions may allow minor adjustments as approved by the City. Higher light levels should be considered* ***at signalized mid-block crossings and*** *in areas with increased nighttime pedestrian activity. Refer to ANSI/IES RP-8 for recommended light levels with medium or high pedestrian activity."*
- Add to 7-1.103 "***U. Poles shall not interfere with stopping sight distance.***"
- Rephrase 7-1.201 H.1. to *"Streetlights on local streets shall be located at conflict areas including but not limited to public street intersections,* ***bus stops****, elbows, striped mid-block crossings, significant curves, cul-de-sacs, hammerheads and other areas as deemed necessary by City Engineer."*
- Rephrase 7-1.201 H. 2. to *"Streetlights on collector streets shall be located at conflict areas including but not limited to public street intersections,* ***bus stops****, elbows, striped mid-block crossings, significant curves, commercial driveways and other areas as deemed necessary by City Engineer."*

Recommended New Policies and Processes

This section outlines recommendations for topics that were not covered in the existing policies reviewed and could be considered in future updates. These strategies can be applied as policies in the future.

Speed Limit Setting and Management

Speeding is a multifaceted issue influenced by road design, driver behavior, public education, and law enforcement. Speed limit setting and management strategies play a critical role in enhancing road safety, particularly in densely populated urban environments as vulnerable road users increase. Drivers typically drive at a speed that feels reasonable for themselves, rather than at speeds that are necessarily safe for all road users. The severity of injury to a pedestrian is significantly influenced by the speed of the vehicle at the time of collision. A pedestrian struck by a vehicle traveling 40 mph has only a 15% likelihood of surviving, whereas a pedestrian struck at 20 mph would have a 95% chance of surviving.[2]

The Federal Highway Administration (FHWA) recommends states and local jurisdictions set appropriate speed limits to reduce the significant risks drivers impose on others, especially vulnerable road users. Within the *Speed Limit Setting Handbook,* guidance is provided for situations that may prompt the need for an engineering study and discusses the preparation, collection, and process of conducting a study.[3] The handbook directs readers to relevant processes and resources for speed management strategies and offers an overview of geometric design and access techniques to support speed mitigation.

In addition to the *Speed Limit Setting Handbook,* FHWA also developed *USLIMITS2* guidance.[4] This tool is designed to guide setting data-drive, safe, and consistent speed limits for roadways. The tool considers the following qualitative and quantitative when evaluating a segment of road:

- 50th percentile speed and 85th percentile speed
- Segment length
- Average daily traffic
- Alignment
- Roadway characteristics
- Presence of pedestrians, bicyclists, and on-street parking
- Number of signals
- Number of fatal and serious injury crashes in a designated time period

Evaluating all these elements together establishes speed limits that are consistent with roadway characteristics but also prioritize the safety and mobility of all users.

The most recent update to the MUTCD (11th Edition) emphasizes a context-sensitive and data-informed approach to setting speed limits that incorporates factors beyond driver behavior. Importantly, the updated MUTCD now includes a section underscoring the importance of setting safe and appropriate speed limits for all road users. The previous editions of the MUTCD did not include this text, resulting in most agencies using the 85th percentile speed to set speed limits. Section 2B.21 of the new MUTCD introduces a wide range of contextual factors to be considered such as the roadway environment and characteristics, crash history, geographic context, and multi-modal use. This section explains that a

"jurisdiction can use speed limiting tools such as expert systems and those consistent with the safe system approach as part of the required engineering study for a non-statutory speed limit." [5]

Based on the significant guidance published by FHWA and in the MUTCD on setting and evaluating networks for appropriate speed limits, the City of Buckeye should consider documented policies for requesting a speed study, setting speed limits, and implementing speed management strategies.

Positive Left-Turn Lane Offsets

The term "positive offset" for left-turn lanes refers to the practice of aligning turning lanes such that drivers in opposing vehicles are offset in a positive direction (i.e., away from each other) to create a clear view for drivers to see oncoming traffic, as illustrated in **Figure 1**.

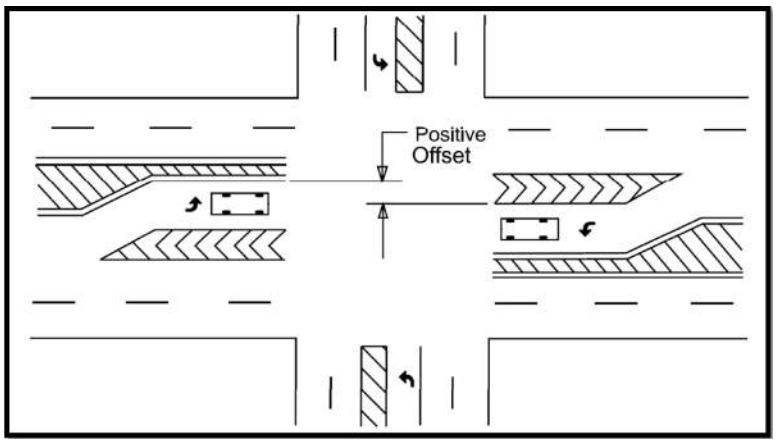


Figure 1: Positive Left-Turn Offset

Source: MAG Left Turn Crash Mitigation Implementation Template & Guidance

Proven Safety Countermeasures, published by FHWA, indicates that positive offset guidance can enhance safety by improving sight lines and reducing the likelihood of collisions, particularly those involving left-turning vehicles.[6] The Crash Modification Factor (CMF) Clearinghouse provides a left-turn crash reduction factor of 38%, indicating positive left-turn offset measures statistically reduce crashes (CMF ID: 6097).[7]

Several local agencies have recognized the importance of incorporating positive offset into their planning and design standards and guidelines. High-level concepts are provided by the City of Phoenix in the *Street Planning and Design Manual* to assist users with implementing positively offset left-turn lanes.[8] Similarly, the Maricopa Assocation of Governments (MAG), the regional planning agency, includes the use of positive left-turn offsets in their *MAG Left Turn Crash Mitigation Implementation Template & Guidance.*[9] The criteria within the guidance for implementation of positive offset considers directional geometry, crashes, existing offset, and turn type. Other local agencies, such as the Town of Gilbert, have embarked on a retrofit construction program to create positively offset left-turn lanes where there have been left-turn crash issues.

As other jurisdictions in the state are beginning to adopt this strategy of positively offsetting left-turn lanes, the City of Buckeye should consider updating its standards to require positively offset left-turn lanes at unsignalized intersections and signalized intersections with permitted or protected/permitted left-turn phasing and should invest in retrofitting such intersections that do no currently have positive left-turn offsets. To achieve a positive left-turn offset, raised medians should be narrower than two feet and provide "carrot" white striping that guides drivers to position their vehicle close to the median.

Midblock Pedestrian/Bicyclist Crossings

Midblock crossings are pedestrian/bicyclist crossings between intersections rather than at an intersection. Midblock crossings without proper infrastructure can be dangerous for pedestrians and bicyclists as drivers may not expect them to cross in the middle of the block, reducing driver reaction time and increasing the risk of collision. Adding dedicated midblock pedestrian and bicyclist crossings with proper infrastructure encourages safe crossing behaviors in locations where high foot traffic is common, long distances between intersections are present, there is a crash history of crashes involving pedestrians or bicyclists, or near key destinations like schools and parks that tend to generate pedestrian and bicyclist activity.

Proper midblock crossing treatments included a high-visibility crosswalk paired with warning beacons such as rectangular rapid flashing beacons (RRFBs) or signal control such as pedestrian hybrid beacons (PHBs) and full traffic signals. A raised crosswalk may be appropriate in lower-speed environments. The proper midblock crossing treatment depends on context such as roadway width, speed limit, sight distance, crossing volumes, and adjacent land uses. The City of Buckeye should consider documenting standard requirements for midblock pedestrian crossings based on roadway usage and characteristics. One potential national document the City of Buckeye could reference is FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, which includes a chart (see **Figure 2**) indicating what kind of crossing treatment is appropriate for various roadway configurations, traffic volumes, and vehicle speed limits. [11]

Lighting should also be installed at all midblock crossings. FHWA provides guidance to inform traffic engineers and lighting designers parameters that impact the ability of drivers to see pedestrians in midblock crosswalks. The vertical illuminance of 20lx at a height of five feet from the road surface was determined to provide adequate detection distance for most midblock crosswalks.[12] The FHWA guidance provides considerations for selecting supports, placement distances from sidewalks, and luminary positioning.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)**
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)**

Figure 2: Pedestrian/Bicyclist Crossing Treatments

Source: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

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APPENDIX F:

PHASE 2 COMMUNITY ENGAGEMENT SUMMARY

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1 Background

The City of Buckeye, Arizona is developing its first Transportation Safety Plan (TSP) as part of the United States Department of Transportation Safe Roads and Streets for All (SS4A) Program. Buckeye was awarded a grant from the program of $600,000 and has added a local match of $150,000 to develop the plan. To create an effective TSP, community and stakeholder engagement are key. Public engagement is important as the City aims to create a plan that meets the needs and values of the community, ensuring broad support. This approach recognizes that everyone plays a role and shares responsibility in enhancing transportation safety. Agency stakeholder engagement is also very important because several agencies have responsibility over facilities and policies that are related to plan implementation.

The TSP Team has developed a Public Engagement Plan to guide engagement with the public during the plan process. Public Engagement during plan development was conducted in a two-phase effort as shown in **Figure 1**.

Figure 1 – Public Engagement Schedule

During Phase 2, the TSP Team engaged the public via several tabling events and conducted engagement through Social Pinpoint, an online engagement platform. The team also developed and distributed or posted informational and promotional materials via social media, emails, flyers, and posters on A-frames; information is presented in the next section. This report summarizes public engagement activities and results between September 29th and November 17th, 2025.

The goals of Phase 2 were:

- Continue to create awareness of the project
- Present crash information in terms of people
- Gather feedback on the draft strategies
- Gather feedback on priority of strategy type and investment
- Encourage people to take the online survey
- Meeting people at existing events in Buckeye

2 Message & Materials

The overall message for Phase II Engagement was to create an attention-grabbing message that would connect with Buckeye residents and encourage them to take the online survey. The main message for Phase 2 was:

Safe Streets Start with You

Between 2019 and 2023, 241 people lost their lives or have been seriously injured on Buckeye's streets. Each one of these tragedies could have been prevented, and together, we can build a safer future for everyone.

The Buckeye Transportation Safety Plan is designed to make our roadways safer by reducing and preventing fatal and serious-injury crashes.

By sharing your insights, you can help us create a safer Buckeye.

Please take a few moments to complete our online survey at **buckeyeaz.gov/safestreets.**

Materials

To facilitate communication with the public, the TSP Team created a flyer, an informational poster, used A-frame signs, social media posts, updated the project webpage, hosted an online survey, sent emails, and provided giveaway items for events.

Flyer/Informational Poster

The flyer and informational poster were bilingual and similar in nature to each other, using Phase 2 messaging and imagery. The flyer was printed with English on one side and Spanish on the reverse, and for the posters, two were presented on A-Frames or together, one in Spanish and the other in English. The Phase II flyer and poster are included as **Appendix A**.

A-Frame Signs

Five A-frame signs were placed with posters at the Downtown Library, Dr. Saide Recreation Center, Sundance Recreation Center, Sundance Park, and Earl Edgar Recreational Facility.

Engagement Boards at Community Touchpoints

In addition to the poster, there were two engagement boards developed to be used as interactive activities at community touchpoints. The boards presented a group of draft strategies and asked people for their level of agreement, and asked people to prioritize/rank the five focus areas. **Appendix B** provides images of the two boards.

Social Media

Social media posts were created during Phase 2 to inform residents of the project, and to encourage them to take the online survey. The posts were posted on Facebook, Instagram and NextDoor. Images of the social media posts are included as **Appendix C**.

Post Topic	Platform	Date	Reactions
Take the Survey	Facebook	Oct 17	36 likes, 4 shares
Take the Survey	Facebook	Oct 27	11 likes, 2 shares
Take the Survey	Paid Meta Ad	Oct 27	7,497 views, 5,173 reach, 189 clicks
Take the Survey	Instagram	Oct 17	23 likes, 1,425 views
Take the Survey	Instagram	Oct 27	9 likes, 1,765 views
Take the Survey	Nextdoor	Oct 17	1,258 impressions
Take the Survey	Nextdoor	Oct 27	1,257 impressions

Table 1 - Social Media Posts and Reactions

Email & Newsletter Communications

An e-blast was sent via Buckeye's GovDelivery account to 4,691 recipients on October 15, encouraging residents to complete the online survey. This information was also featured in the City's bi-weekly newsletter on October 10 and October 24, which reached 15,604 recipients.

Webpage

The webpage was updated in October when the survey was launched and encouraged people to take the online survey. Images of the webpage during this engagement period are included as **Appendix D.**

Giveaway Items

The TSP bookmark was repurposed during this phase of engagement for a Halloween giveaway. On one side of the bookmark, a sticker was placed, and two pieces of candy (a Lifesaver, and a Dum-Dum lollipop) were attached. The sticker message was:

> *Don't be a Dum-Dum, be a Lifesaver. Between 2019 and 2023, 241 people lost their lives or have been seriously injured on Buckeye's streets. Road Safety Starts with You. Scan the QR Code on the back, and take the survey to provide your input for safer streets.*

There were 700 repurposed bookmarks handed out at the Buckeye Halloween Carnival. Please see **Appendix E** for images.

3 In-Person Community Touchpoints

In lieu of a standard community meeting, the project team tabled at two scheduled community events, set up an information table at Coyote Library for several days, and distributed engagement materials at a Halloween event. At tabled events, the project team presented a shortened list of proposed strategies on poster boards which asked participants to indicate, with stickers, whether they "Agreed", "Disagreed", or were "Neutral" with the strategies. Participants were also asked to rank the five focus areas from highest to lowest priority using sticky notes. The third and final board at tabled events was an informational board that drove participants to take the online survey. At the Halloween carnival, bookmarks were distributed with candy by project staff that bore a QR code on one side directing people to the online survey as well. Table 2 displays a summary of in-person touchpoint information.

Touchpoint Name	Date	Location	# of Participants Engaged
Movie In the Park	October 4th, 2025	Earl Edgar Recreational Park	Interacted with 8 people
Coyote Library Tabling	October 15, 2025 October 22, 2025	Buckeye Public Library - Coyote Branch	Interacted with 34 people during two days of project team tabling. The table, flyers, giveaways, and engagement materials were set up between Oct 15th and 22nd; 75% of material and giveaways were gone by the final day of tabling
Buckeye Halloween Carnival	October 25, 2025	Downtown Buckeye (6th St Plaza & Monroe Ave)	Distributed 700 repurposed bookmarks; this event did NOT include a tabling – only promotional materials and giveaways
Buckeye GAIN Event	November 8, 2025	700 S Watson Rd Buckeye, AZ 85326	Interacted with 40 people

Table 2 - Community Events

Figure 2 - Table Set Up at Movie in the Park

Figure 3 - Project Team at Coyote Library

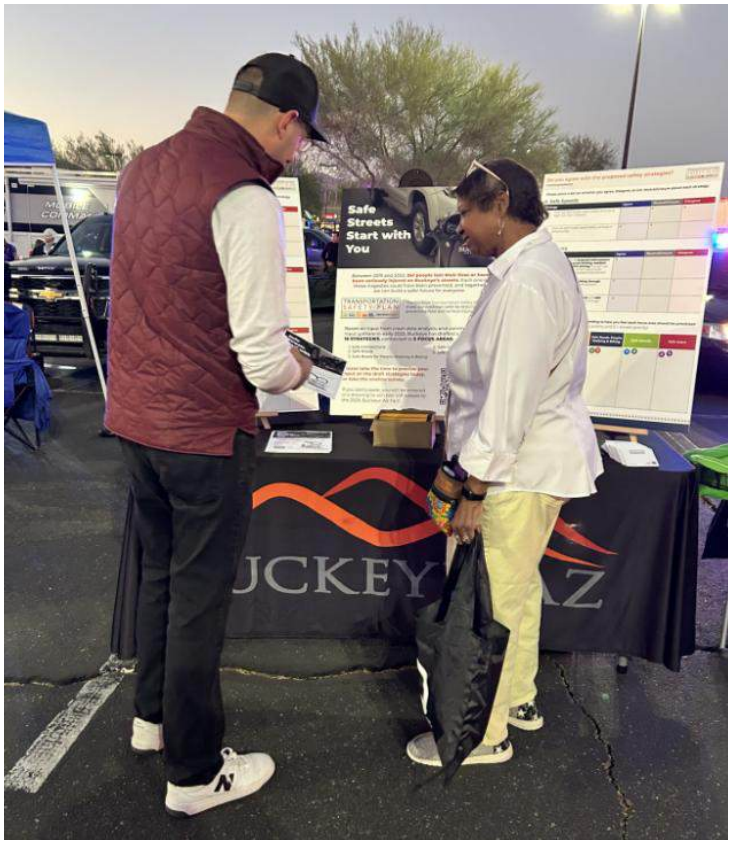


Figure 4 - Project Team Speaking to Communtiy Members at GAIN Event

Community members that participated in the board activities tended to agree with most proposed strategies with the only strategy receiving "Disagree" being to *Pilot Red Light Cameras at High Crash Locations.* While many people did not have time to complete the board activities when spoken to, many people chose to take a flyer and complete the survey at a later time as evidenced by the high number of online survey participation after tabling events. Community members that completed the focus area prioritization exercise in-person indicated that *Safe Roads: Segments* and *Safe Roads: Intersections* were equally ranked as the top categories on average to prioritize.

4 Online Survey

An online survey was conducted via the Social Pinpoint platform from September 29 to November 17, 2025. In total, the survey was completed by **248 people**, with spikes of activity corresponding to the dates on in-person touchpoints as shown in Figure 5.

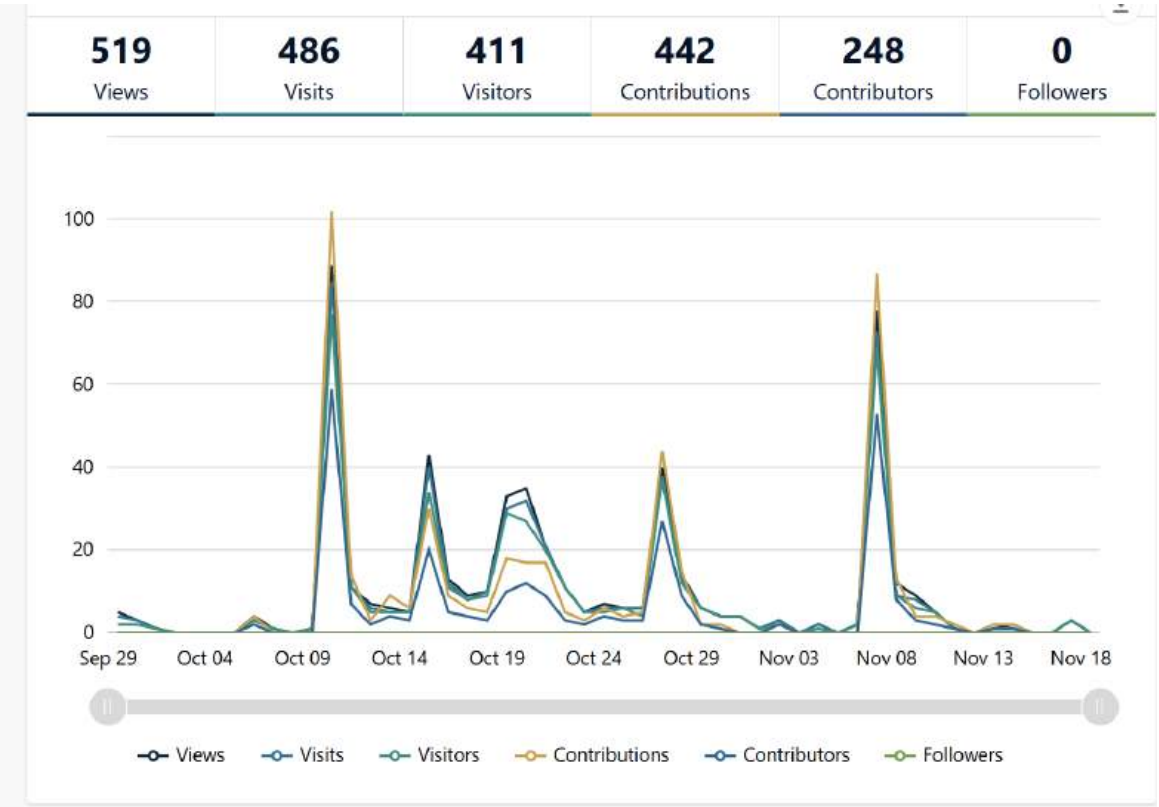


Figure 5 - Performance Summary of Social PinPoint Visitors and Contributers

The survey presented the 25 proposed strategies and allowed participants to indicate whether they Agreed, Disagreed, or were Neutral towards the strategies. The survey also prompted participants to enter their own strategies that they thought should be included in the list. Participants were also asked to rank the five focus areas from highest to lowest priority. In addition to these questions, the survey featured a "Fund It" activity that asked participants to allocate $100 across the five focus areas. A copy of the survey can be reviewed in **Appendix F.**

The following tables present the average scores per question with 1=Disagree, 2=Neutral, and 3=Agree.

Focus Area: Safe Intersections
Questions 1-5: What is your level of agreement with the following proposed safety strategies?

Strategy	Average Score (.0)
At signalized intersections, continue to add protected left turn signals where crashes are most likely to occur, and freeway intersection and interchanges	**2.9 / 3**
At unsignalized intersections with stop signs, install red flashing beacons, and add more signs and pavement markings.	**2.8 / 3**
At unsignalized intersections, evaluate different designs (example: roundabouts, median U-turns) to simplify movements, reduce conflict points, and speed.	**2.4 / 3**
At unsignalized intersections, add dedicated left and right turn lanes if possible.	**2.9 / 3**
Install streetlights at intersections, merge points, and along roadway corridors that have a history of nighttime crashes or are located where crashes are most likely to occur (High Risk Network).	**2.9 / 3**

Table 3 - Survey Results for Safe Intersection Strategies

Question 6: For the focus area of Safe Roads - Intersections, is there a work effort you would suggest adding? (Open Ended)

Sixty-seven (67) respondents made suggestions for additional considerations for *Safe Roads – Intersections*. In summary, the main themes of feedback are:

1. Enforcement & driver behavior
2. Need for more traffic signals and better signal timing
3. Lighting & sign visibility
4. Intersection/roadway redesign needs
5. Roundabout confusion
6. Pedestrian/bicyclist safety
7. Construction delays & maintenance
8. Public education on roadway rules

The detailed comments are provided below:

- *Increase enforcement for unsafe driving, failure to use turn signals, reckless vehicular behavior, etc.*
- *Roads need more lighting. Where there are no streetlights, more accidents.*
- *Roundabout doesn't seem to work since most people don't know how to use them. I would suggest something else.*
- *Intersections with stop signs need to have larger and more visible stop signs and have blinking lights*
- *stop sign on Beloat Rd*
- *Sidewalks, one of Arizona biggest issues is lack of actual walkability. Adding sidewalks only inside*

the areas of shopping and not to get there is not actual safety and limits usability

- *Temporary signal light at intersections with high traffic volume on Camelback Road.*
- *Ensure that tree branches/foliage don't block stop signs & that median shrubbery at 90 degrees does not block view at fast moving oncoming traffic.*
- *Camelback and Jack Rabbit*
- *There should be bike lanes in Festival on the major roadways instead of the useless medians.*
- *Miller Road and Baseline Road intersection has needed a stop light for a VERY long time now.*
- *Regarding traffic signals, ensure a 4 second Yellow before turning to Red. Once light is Red, ensure a 2 second delay before initiating Green in opposite direction. This gives plenty of time for vehicles to clear the intersection.*
- *More protected left turn lights (east bound Watson @ Yuma left turn for instance)*
- *Restricting left turns by delaying green light or arrow until pedestrians are clear in crosswalk*
- *Good lighting*
- *Lights on the sides of streets (major backroads)*
- *Red Light Cameras and MORE police presence on the freeway (I-10 - Miller through Jackrabbit)*
- *Before adding a roundabout, fully investigate the total cost of these types of traffic control.*
- *Repair shoulders and potholes at these intersections so drivers don't have to swing wide when making a turn*
- *increased traffic enforcement*
- *Today a young man almost hit my children and I because apparently, he didn't know the rules of a roundabout or didn't care although we were already driving in it. He didn't attempt to slow down. For no commonsense drivers - slow down and yield signs.*
- *Traffic light at Van Buren and Sun valley parkway*
- *Police patrolling more People are so distracted doing everything but focusing on the road. Don't stop at lights or stop signs Pass on the shoulders*
- *Sometimes some places need to just be one way. Just west of Yuma and Watson, for example*
- *Add intersection lights and main busy sign directed intersection (ex: Broadway/ Watson rd. intersection)*
- *Apache and Lower Buckeye near Younger HS needs a signal light*
- *Don't take 5-10 years to get these done*
- *We need more lanes and a traffic light at Broadway and Watson. All our traffic lights should be on weights instead of timed.*
- *Speed meters and traffic cameras. More highway officers to help reduce drivers on their phones*
- *Eliminate many unsafe crossings. For example: cars coming from Aldi are allowed to cross Watson to go to the Fry's parking lot area. Also, start to fine drivers that have unsafe behaviors*
- *Streetlights*
- *Intersection at Rainbow Rd and MC 85*
- *Bike lanes and pedestrian access*
- *Right turn arrows at bigger intersections and cameras at unsignalized intersections to catch those running the stop signs and potentially make everyone behave better if they know they'll be fined*
- *Crossing lanes (4 way, 3 way, 2 way)*
- *Buckeye is too big for stop signs on the major roads once considered small farm roads. Need more lights (red, yellow, green)*
- *We need science [sic] at say do not make a right on a red arrow getting off I-10/Watson going north and south and blinking signs there. It's very dangerous. Also coming out of 2 140th Dr. off of Villa. We have built more homes across the street*

- *Have police ticketing those who run red lights and speeding*
- *More traffic lights, overall.*
- *Need more police force catching high speeding vehicles & trucks. We moved here from GA , outside of Atlanta and the vehicles here drive much worse. The speed recklessly and they speed in and out of lanes that you can't see them. They will kill so many*
- *We need more traffic lights on heavily traveled roads that are synchronized to alleviate[sic] traffic flow.*
- *Although roundabouts can work effectively, in practice, it seems that many drivers do not understand how they work. If implementing different designs, please consider if the design is common enough that the average driver will understand its operation.*
- *Speed bumps in neighborhoods*
- *Standardized Stop Sign size and placement.*
- *The intersection going into John McCain elementary from lower buckeye is a true safety hazard.*
- *Need streetlights at high traveling intersections that currently has a 4 way stop sign. Need more lanes going North & South on Tuthill, Jackrabbit, Verrado, and Rainbow Rd. Also need turning lanes*
- *At signal intersections, make sure left turn signals work right.*
- *Stop light on 247 & lower buckeye*
- *Make sure the workers are working when signing in use. If not, you can take the signing for granted and figure they are not working.*
- *traffic lights*
- *Increase the use of roundabouts*
- *I agree with some protected left turns but there are intersections (Yuma Rd) where one car turning left gets an arrow when there is only one car going straight the opposite direction. Even if the left turner got thereafter. 2+cars should be protected*
- *Have more four-way stops at intersections.*
- *Make sure that intersections are clear of obstructions. Clear obstacles near intersections. Frequently there are bushes and structures that inhibit the driver's ability to see oncoming traffic.*
- *Add a longer left turn lane, or add 2 left turn lanes for EB Yuma Rd traffic turning left to NB Watson Rd.*
- *Turns on green arrow ONLY.*
- *A signal light at Watson and Broadway*
- *Better lighting at unsignalized intersections.*
- *At Yuma Road and 230th add lights or a roundabout.*
- *Intersection at Rainbow Rd and Lower Buckeye*
- *Add intersection lighting at high volume roads; bright flashing stop signs.*
- *Fix Baseline and Miller at the railway area. It is a mess. You can't get across the road there if you walk or at school let out. Nobody knows how to make a 4-way stop.*
- *Finish road work and get rid of cones. Construction takes way too long.*
- *More educational content via social media etc.*
- *Strongly agree with more controlled left turn lanes*
- *More police presence*
- *Stop the weird striping we see in the valley around intersections and the entry to adjoining retail plazas. These are confusing and lead to quick lane changes and possibly accidents*
- *Clear pedestrian crossing with lighted signaling*

Focus Area: Safe Roads
Questions 7-9: What is your level agreement with the following proposed safety strategies?

Strategy	Average Score (.0)
Reduce conflict points, by simplifying roadway access to a limited number of driveways and intersections per mile.	**2.7 / 3**
Build wider shoulders on rural roads	**2.8 / 3**
Install rumble strips to centerlines and edges of roadways.	**2.8 / 3**

Table 4 - Survey Results for Safe Roads Strategies

Question 10: For the focus area of Safe Roads, is there a work effort you would suggest adding? (Open Ended)

Forty-two (42) respondents made suggestions for additional considerations for *Safe Roads*. In summary, the main themes of feedback are:

1. Road Widening & Capacity Needs
2. Lighting, Visibility, and Nighttime Safety
3. Intersection Upgrades & Traffic Signals
4. Pedestrian & Cyclist Safety
5. Traffic Enforcement & Driver Behavior
6. Clearer Road Markings & Construction Practices
7. Neighborhood Access & Local Traffic Issues
8. Large-Scale Traffic Flow Ideas

The detailed comments are provided below:

- *Traffic lights at major shopping area entrances are a very good idea.*
- *All roads need to be wider. Buckeye has too much traffic to have less than 2-3 lanes each direction.*
- *Clear lane striping during construction*
- *Widen roads for more than a 1/2 mile at a time*
- *Actual walkability, one of AZ's biggest issues is having safety features and sidewalks only in the center of the shopping areas but getting there without a car is no more safe*
- *Ensure plant materials are not growing up to the edge of the road by 8 feet so both drivers have clear visuals of each other*
- *Indian school road from jack rabbit to Perryville*
- *Install devices that will make a noise when the crosswalk is safe to cross. This would be very helpful for individuals who are seeing impaired or vision impairment.*
- *Camelback and Jack Rabbit*
- *More lanes. The massive increase in population will only rise, as will the impatient drivers wanting*

to go 20+ over the speed limit.

- *More designated left turns in medians with less cross traffic (Watson between Aldi/Fry's gas station and Yuma between Taco Bell/Fry's shopping center)*
- *Verrado has so much parking on all their streets and many renters or owners park large corporate vehicles on the road. It locks vision and makes passing another car impossible and dangerous. They need to enforce no commercial vehicles parking overnight*
- *Sun city festival should have pedestrian overpass/pedestrian bridge crossing SVP for walking and bicycling. Very unsafe intersection*
- *radar and ticket speeding and traffic offenders*
- *Good lighting*
- *Look at offsetting of intersecting roadways to avoid having future signalization.*
- *There are too many places where the road has been partially widened by development then it reduces down where buckeye won't widen the road.*
- *Yes, in the rain I realized after moving here that you can't see the center line when driving on highways and streets making it dangerous.*
- *Jackrabbit and Verrado*
- *Lighting in very dark stretches of road, especially where cows may wander.*
- *Do NOT widen any road shoulders!!!! Impatient people use the shoulder of the road as land and then aggressively push their way back onto the roadway. Making the shoulder wider would only make the problem worse.*
- *Main street and Verrado way. Added lights so that civilians walking can been seen in the evening or night.*
- *Bike lanes and pedestrian access*
- *Road reflectors (every 15 to 20 feet)*
- *Lines should be drawn on 3 lane roads for the center lanes to have access to turn either way when coming to a fork. This will reduce panic lane changes and congestion on the single lane. Watson Rd N approaching I-10 for example*
- *Run a "service road" from Miller Rd down to Verrado Way to help decrease merging traffic on the I-10. There is already something similar from Miller Rd to Watson Rd. But a road running parallel to the I-10 interchange could reduce traffic and collisions.*
- *We need streetlights at jackrabbit and I 10 there's too many people for the stop signs although it was helpful in the beginning and we also need a light at 240th.*
- *Better lighting to locate pedestrians and bikes at night. Lighting is not enough and not bright enough to see these people. Energy saving lighting will not save lives.*
- *Main road access from neighborhoods need to be assessed for traffic entry.*
- *Ensure that roadway painted lines are not faded and roadway markings are clear and unobstructed.*
- *Rural roads at night are scary. Even reflective street signs would help me from slowing down trying to figure out if I'm on the right path.*
- *Speed limit on our street! Speeders for 17 years!*
- *Yes*
- *Lanes needed for North/South traveling on Tuthill, Jackrabbit, Verrado, Dean, Rainbow Rd. Currently they're only 1 lane in each direction and are inundated with heavy traffic 24/7 so multiple lanes are needed in both directions on roads going North/South*
- *None*
- *Add a stop light on 247 & Lower Buckeye*
- *desperately need at least five lanes going east and west on I-10 from Watson Street to Loop303,*

with all these residential housing being built and stores.

- *Left hand turns signals at all major*
- *Have reflective markers on edge/center of road.*
- *Re-stripe the right turn lanes for Circle K on Watson Rd / I-10, so that drivers DO NOT use that lane as a "thru-lane" to I-10 EB on-ramp.*
- *Removing scalloped streets regardless of development. Way too confusing.*
- *When resources allow, have officers issue MORE moving violations!!*
- *Alacron and Miller is a mess at school times.*

Focus Area: Safe Roads for People Walking & Biking
Questions 11-15: What is your level agreement with the following proposed safety strategies?

Strategy	Average Score (.0)
Improve lighting and enhance pedestrian crossings at signalized intersections.	**2.5 / 3**
Based on type of roadway, provide separated bike lanes, or a shared-use path.	**2.8 / 3**
Continue to implement a Safe Routes to School (SRTS) program to improve safety for students traveling to and from school - walk, bike, bus or by car.	**3.0 / 3**
When designing roadway improvements, consider complete streets designs to accommodate all modes, including walking, biking and future bus transit.	**2.9 / 3**
Install underpasses or bridges along roadways when new development occurs.	**2.8 / 3**

Table 5 - Survey Results for Safe Roads for People Walking & Biking Strategies

Question 16: For the focus area of Safe Roads for People Walking & Biking, is there a work effort you would suggest adding? (Open Ended)

Forty-four (44) respondents made suggestions for additional considerations for *Safe Roads – People Walking & Biking*. In summary, the main themes of feedback are:

1. Need for More Sidewalks and Walkability (Most Frequent Theme)
2. Bike Lanes and Protected Cycling Infrastructure
3. Lighting & Night Visibility Improvements
4. Safer Crossings & Crosswalk Enhancements
5. Speed Control & Traffic Enforcement
6. Road Markings & Visibility for All Users
7. Multimodal Transportation & Long-Term Mobility
8. Accessibility & Special Infrastructure Needs

The detailed comments are provided below:

- *Traffic sidewalks where possible and bike lanes where possible*
- *Better lighting along common walking routes.*
- *Make the crossing by Baseline and Miller a safer crossing since you can't cross it now without getting run over.*
- *Add more crossings and lights near schools so multiple crossings are available to students*
- *Keep old freight rail lines intact to use as future commuter rail. Absolutely do NOT make mistakes as in Los Angeles area--do the opposite. Old railways are valuable transportation resources. Expand buses to west side and beyond Buckeye into Tonopah*
- *Keep old freight line rails intact as s way to add commuter rail in the future. Learn from the horrible mistakes of Los Angeles and think of future improvements to link outlying Buckeye area and all west side to existing bus transport. Need buses bad.*
- *Actual walkability, one of AZs biggest issues and having sidewalks and safety measures only in the center of the shopping or entertainment but getting there is no safer this implies you must drive to space to walk in safety and is unhelpful*
- *Cross Walk Ahead signs*
- *Just bike lanes & sidewalks.*
- *Plenty of Lighting along the roads*
- *Sidewalks have done the job for many decades now. Why aren't they here for pedestrians?*
- *At a minimum, paint bike lane borders*
- *Underpasses flood.*
- *Install pedestrian bridge over SVP in the Sun Valley Festival community*
- *Wide sidewalks and good lighting*
- *Developers and schools need to design into their plans safe, separate access for their pedestrian, especially full build out, traffic*
- *Flashing lights are needed for pedestrians too. People do not look before crossing and assume the drivers see them.*
- *Speed bumps, there are so many people speeding.*
- *Sidewalks are the biggest help, seconded by designated lanes.*
- *On roads with a speed limit of 35 mph and under we should have more patrols to limit speeding*
- *2 things: 1) a sensibilization campaign for drivers because many are distracted or not respecting the signs for pedestrians; 2) start giving fines to drivers not respecting pedestrians*
- *Main street and Verrado way. Added lights so that civilians walking can been seen in the evening to night.*
- *Do whatever they do in Denmark. Make Bicycle and pedestrian access top priority.*
- *When adding bike lanes widen the road don't just shorten the car lane to make room for the bikes. Also use lots of markings, bold lines and reflective paint for all bike paths*
- *Fix all uneven surfaces on sidewalks! Make HOA's responsible for fixing them ASAP.*
- *cooperative arrangement with Irrigation Districts to establish bike corridors to access arterials and bike corridors on or near arterials.*
- *Buckeye is not a small farm town anymore, more proper lights at intersections is needed (with red, yellow, green lights)*
- *If someone is crossing the street, we need a barrier that's up high and blinking so people that cannot see the pedestrian walking and see the blinking lights and know that someone is coming otherwise, there's a big car next to you. You cannot see the person*

- *Verrado Way & Main St.*
- *More bike paths*
- *Better lighting to locate pedestrians and bikes at night. Lighting is not enough and not bright enough to see these people. Energy saving lighting will not save lives.*
- *Bike lanes on the roadway with the cars are too dangerous. Possible curb protection for cyclists would help keep everyone safe.*
- *Please more sidewalks. Sidewalks are highly lacking along Miller and areas west of Watson. Add signage when bike lanes and walkways are added to alert drivers.*
- *Sidewalks with taller straight curbs or preventive angles, to prevent cars jumping the curb, such as in snow states like New Hampshire. This would help to minimize or prevent cars from jumping curbs for pedestrians and cyclists to minimally.*
- *If anticipating a particular road to become busier in the future; I feel flashing lights would be a good alert to start slowing down.*
- *Enforcing the speed limit.*
- *The intersection going into John McCain elementary from lower buckeye is a true safety hazard*
- *painted lane lines*
- *Intersections.*
- *In areas around the adult communities add golf cart trails to get to store easier for those that are not able to drive.*
- *More sidewalks or paths for walking*
- *Make sure people obey the signal for people in med-block, they currently don't.*
- *Enforcing encroachment of bike lanes with proper marking and painting.*
- *Speed bumps*
- *Painted to make the lane more visible.*

Focus Area: Safe Speeds
Questions 17-19: What is your level agreement with the following proposed safety strategies?

Strategy	Average Score (.0)
Pilot red light and/or speed safety cameras at high-risk crash locations.	**2.4 / 3**
Pilot red light and/or speed safety cameras in school zones.	**2.7 / 3**
Design roadways and intersections to match the posted speed of the roadway– Example: if a roadway is marked at 25mph, but people are driving 35mph, re-design the intersection or roadway so people travel at 25mph.	**2.5 / 3**

Table 6 - Survey Results for Safe Speeds Strategies

Question 20: For the focus area of Safe Speeds, is there a work effort you would suggest adding? (Open Ended)

Sixty-one (61) respondents made suggestions for additional considerations for *Safe Speeds*. In summary, the main themes of feedback are:

1. Strong Demand for Increased Traffic Enforcement (Most Frequent Theme)
2. A Split Debate About Speed Cameras / Photo Enforcement
3. Speed Control Measures: Speed Bumps, Humps, and Traffic Calming
4. Roadway Design to Match Realistic Speeds
5. School Zone Safety Concerns
6. Red-Light and Stop-Sign Compliance Issues
7. Speed Limit Changes and Consistency
8. Mixed Opinions About Roundabouts

The detailed comments are provided below:

- *Matching road design to speed limit is a good idea.*
- *More officers of the law visibility.*
- *Cameras should be added to stop sign intersections and contact made with those that run the stop signs.*
- *Add more signals/stop signs up and down Verrado way so speeding is not such an issue*
- *No roundabouts!! Too many people don't know how to use them. I have been hit 2x no fault on my side.*
- *Enforcement of super - excessive speed on local freeway*
- *Road texture additions near upcoming speed limit signs as a signal to refocus is sufficient rather than additional distractions and flashing lights that trigger health issues for known driving expectations*
- *Bring back speed cameras and ticketing*
- *More posted speed enforcement.*
- *Post Az section 28-723 signage as much as possible. Other drivers pass on the right and take risks to get around these slower drivers.*
- *more undercover traffic enforcement.*
- *Ripple strips.*
- *Speed bumps*
- *More police officers positioned in critical areas. Seems obvious.*
- *Running red lights is a serious & dangerous violation. Install cameras at all signalized intersections to ensure motorists stop running red lights. Plus, this provides revenue for the city by motorists who intentionally run red lights.*
- *More enforcement of the existing traffic laws. More visible traffic police patrols. Higher fines for traffic offenses.*
- *School zones are constantly ignored. Speed cameras in places like Miller/Alarcon would be helpful.*
- *Camera radar*
- *enforce speed limits*
- *Speed enforcement by flashing lights*
- *Need speed bumps on all housing community streets*
- *Have police obey and enforce speed limits*
- *SR85 is set at 55mph, and everyone travels at 80mph or more. Better monitoring! The left hand*

turns to cross the median to surface streets are frightening for those traveling at the posted speed. Change the posted limit or dedicate police to enforce.

- *Add more speed humps to long roads.*
- *Residential areas should especially be designed for the proposed posted speed limit...no factor of safety, leave that for the arterials and higher*
- *Congestion is the main contributor I have seen in the last 20 years.*
- *Speed bumps*
- *More vigilance on the I-10. It's dangerous due to speeding. Adding an additional lane to west exist on I-10 at Watson. The rush hour traffic going west must come to a sudden stop that creates a dangerous situation for drivers.*
- *don't you dare ruin Buckeye further by adding revenue driven photo cameras. These have never solved traffic safety issues and are just a money grab against citizens*
- *Police presence over camera systems*
- *Speed cameras, harsher fines for speeder especially in high-risk zones.*
- *Speed bumps in very specific locations are helpful but should be built sparingly.*
- *Keep the side road speeds at 45-55.*
- *Patrol and ticketing*
- *Speed humps in areas to slow down speeders/racing*
- *higher penalty for noncompliance.*
- *Speed limits within all neighborhoods should be consistent. Westpark has 15-40mph?*
- *Speed bumps might be useful in residential areas around schools or in high traffic areas like Sundance parkway and West Park*
- *Is about time for Buckeye to reduce the speed limit to the dangerous 10 frwy to 65 mph as all of our Eastern neighbors have.*
- *School zones are unclear. I was ticketed for speeding in a school zone, but markings are unclear whether the speed is for all day or not. Signs contradict each other.*
- *Cameras are at intersections for identification purposes already. Have a traffic division of Buckeye PD specifically for the school zones to protect children. All school hours Buckeye PD could post up and just start pulling people over.*
- *The stop signs make people speed. We need proper lights at intersections*
- *People are always speeding. We probably need more speed enforcement zone signs.*
- *Traffics engineers should coordinate traffic lights to be green if the driver stays at the speed limit. This would encourage flow of traffic/ safety and less pollution.*
- *Please avoid using speed bumps. Car damage is unavoidable and expensive repairs to public. They are a nuisance.*
- *Increase police presence on roads in which drivers speed or blow through stop signs and red lights (e.g., Miller and Baseline)*
- *Commute lanes such as in mountain areas to move traffic along, during certain times and slow during other times.*
- *Hire more police officers for enforcement. Traffic cameras do not respond to help people or provide discretion.*
- *Again, speed limit on 268th Potter Drive. Festival*
- *More patrol of late-night high-speed driving in Verrado.*
- *Yes, assign police patrol at Younker High School where students are in danger as are vehicle and bus accidents*
- *People are going to speed regardless of what you do so the only thing that works is police*

enforcement

- *Have police stop and ticket speeders; change speed limits to 30*
- *Adding speed bumps along South Sundance Parkway.*
- *N/A*
- *Find alternate methods to slow people down rather than redlight and speed cameras.*
- *Issue moving violations. Otherwise, there is NO consequences for the action*
- *More police presence in those areas*
- *More roundabouts and less signals and 4 way stops*
- *More traffic enforcement. For example, write more tickets.*
- *Even though I do not like driving over them, but in residential areas install speed bumps. People on my street exceed the speed limit continuously.*
- *I think speed camera signs can be quite effective for most drivers Esp when they incorporate red and blue flashing lights*

Focus Area: Safe Users
Questions 21-27: What is your level agreement with the following proposed safety strategies?

Strategy	Average Score (.0)
Develop and implement education campaigns for distracted driving, seatbelt use, and impaired driving.	**2.7 / 3**
Promote safer walking, biking through targeted education and enforcement campaigns.	**2.8 / 3**
Modify designs at select intersections (downtown Buckeye, trail crossings) that include lighting, walk only phases, smaller roadway widths for people walking or rolling.	**2.7 / 3**
Continue and expand proactive enforcement of traffic laws to deter dangerous driving behaviors and reinforce safe roadway use.	**2.9 / 3**
Promote motorcycle helmet use and safe riding practices for motorcyclists through ongoing engagement campaigns.	**2.7 / 3**
Create youth education campaigns for helmet use, rules of the road, and youth bicycle helmet requirements.	**2.9 / 3**
Expand the DUI Enforcement through use of high-visibility enforcement techniques, saturation patrols, & integrated enforcement tactics.	**2.9 / 3**

Table 7 - Survey Results for Safe Users Strategies

Question 28: For the focus area of Safe Users, is there a work effort you would suggest adding? (Open Ended)

Forty-four (44) respondents made suggestions for additional considerations for *Safe Roads – Intersections*. In summary, the main themes of feedback are:

1. Increased Enforcement of Dangerous Driving Behaviors (Most Frequent Theme)
2. Higher Penalties & Stronger Consequences
3. Need for Targeted Driver Education (Varied Opinions)
4. Infrastructure Changes to Reduce Risk
5. Speed Limit Adjustments and Speed Management
6. Distracted Driving and Technology-Related Hazards

The detailed comments are provided below:

- *DUI enforcement should include cannabis & other drugs. More people drive impaired by substances than alcohol.*
- *Education and campaigns don't work and is a waste of money. It does not change the way people behave.*
- *More patrols on the weekends of major streets where speeding/racing are an issue*
- *Saturation of police is fairly noticeable as it is increasing these campaigns when traffic school exist is not a valuable use of resources focus on increasing mobility diverse usability of the city and youth focuses programs as prevention*
- *Higher fines for excessive speed…i.e.: motorcycles going 90 in a side street that's signed at 35*
- *Pedestrian walk signals.*
- *Traffic light at Miller Rd. and Maricopa*
- *Again, position more police officers at critical areas. We all know where the critical areas are and we all rarely see dangerous drivers receive justice.*
- *Make speeding, wreck less driving and DUI's stiffer penalties and maximum sentencing.*
- *Mandatory driver training and testing for all people seeking a driver's license for the first time in Arizona.*
- *Education will always be worthwhile, but the issue seems to be lack of enforcement.*
- *Verrado Way*
- *Decreasing highway speed from 75 to 65*
- *More police presence in towns & on 10*
- *Zero tolerance for any enforcement action involving a vehicle vs a pedestrian*
- *As a retired law enforcement officer, I don't support gotcha campaigns. Speed is a greater factor over impairment.*
- *Too many minors driving motorbikes and e-bikes without proper lights or tags*
- *Enforcement and heavy fines for distracted driving, road rage and impatient drivers.*
- *Make the speed limit for semi driver 55 on I-10 and keep semi drivers out of the passing lanes*
- *Motorcycle education for every driver. Several times cars do not see Motorcycles and hit them.*
- *Pedestrian corridor education*
- *Lights at Sun Valley pkwy going into Tartesso*
- *Off-road vehicles have too many lights that are too bright.*
- *Temporary traffic lights for construction zones*
- *Red light cameras at all signaling intersections.*

- *All these suggested are common sense. I can't see any reason why we are not doing any of this right now if we're not already.*
- *High fines for stop sign/ right turn runners. It's out of control.*
- *Make it illegal to drive a motorcycle without a helmet, like it is in much of our country.*
- *Narrowing roadways at crossings with extended curbs is helpful but designs seen around Sundance golf course are dangerous on small roadways. Unfortunately, Safety education is needed but will eat up costs of doing roadways.*
- *In terms of education, I would focus efforts on youth's vs adults. A licensed driver should be well aware of the law; failure to comply with law at that point is likely a choice vs lack of knowledge.*
- *Share the Road campaign so that drivers are respectful of cyclists.*
- *More proactive enforcement of moving violations is needed!*
- *Additional police presence often adds different hazards for drivers.*
- *Education campaigns should use fear. It's a scary topic and a serious one. They should be afraid not to make safer choices and campaigns should feel daunting, leaving people with a sense of shock.*
- *More work to prevent texting while driving.*
- *Spending funds on education campaigns won't make a difference people already know the laws, so use funds to improve roads & more police staffing*
- *emphasize distracted driving enforcement*
- *Increase patrols overall to enforce traffic laws, especially in the areas with 4-way stops, and on main thorough ways (MC85, Beloat, Southern, etc.). These areas have a high number of speeders, stop sign runners, and aggressive drivers.*
- *Light at Tuthill and Beloat rd.*
- *Teach the use of turn signals. Most drivers in AZ don't use them.*
- *Enforce no cell phone usage while driving.*
- *DUI monitoring*
- *Education on the dangers of "Tail Gating" and not using the turn signals.*
- *Strict enforcement in school zones*
- *Increase enforcement for significant violations of traffic regulations (speeding, aggressive driving) without targeting drivers who commit minor violations (i.e.: failure to come to a complete stop at intersections)*

Focus Area Prioritization

Question 29: Considering the five focus areas of the strategies, how would you prioritize them?

Participants ranked Safe Intersections as the highest priority, followed by Safe Roads and Safe Speeds. Safe Roads for People Walking & Biking and Safe Users were ranked lower but still received significant support. The score indicated in the table below represents an average weighted score between 1-5. The higher the average score, the higher the area ranked overall. The ranking of Intersections as the top priority mirrors the input from Phase 1 Engagement where community members indicated that Intersections were the locations with the most safety concerns.

Focus Area	Avg Score	Priority
Safe Intersections	**2.06**	**1**
Safe Roads	**2.66**	**2**
Safe Speeds	**2.82**	**3**
Safe Roads for People Walking & Biking	**3.51**	**4**
Safe Users	**3.82**	**5**

Table 8 - Survey Results for Prioritization of Five Focus Areas

Question 33: FUND IT – Please invest $100 across the five focus areas

In the "Fund It" activity, participants allocated the largest portion of hypothetical dollars to Safe Intersections ($28.64 on average), reinforcing their average prioritization rankings from the previous question. Progressively smaller investments were then directed toward Safe Roads, Safe Speeds, Safe Roads for People Walking & Biking, and Safe Users.

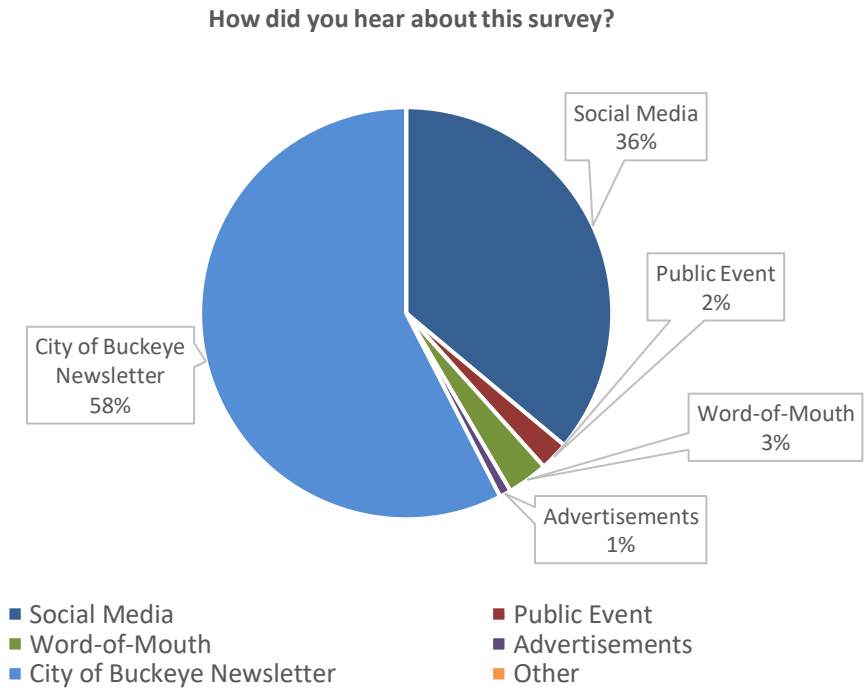
Enforcement and education, which fall under Safe Users, are comparatively low cost and quickly deployable strategies that influence behavior across the entire transportation system. The annual fully burdened cost of a single law enforcement officer is typically on the order of $200,000 and a citywide education and awareness campaign can often be implemented for $75,000 per year. By comparison, a single capital improvement project such as widening an intersection and installing a traffic signal commonly costs $2.5 million and benefits only one location. While capital improvements remain critical in certain locations, Safe Users strategies allow cities to reduce risk broadly and immediately while using limited capital funds more strategically for locations where infrastructure changes will have the greatest impact.

Focus Area	Average $
Safe Intersections	**$28.64**
Safe Roads	**$22.08**
Safe Speeds	**$18.57**
Safe Roads for People Walking & Biking	**$15.58**
Safe Users	**$15.11**

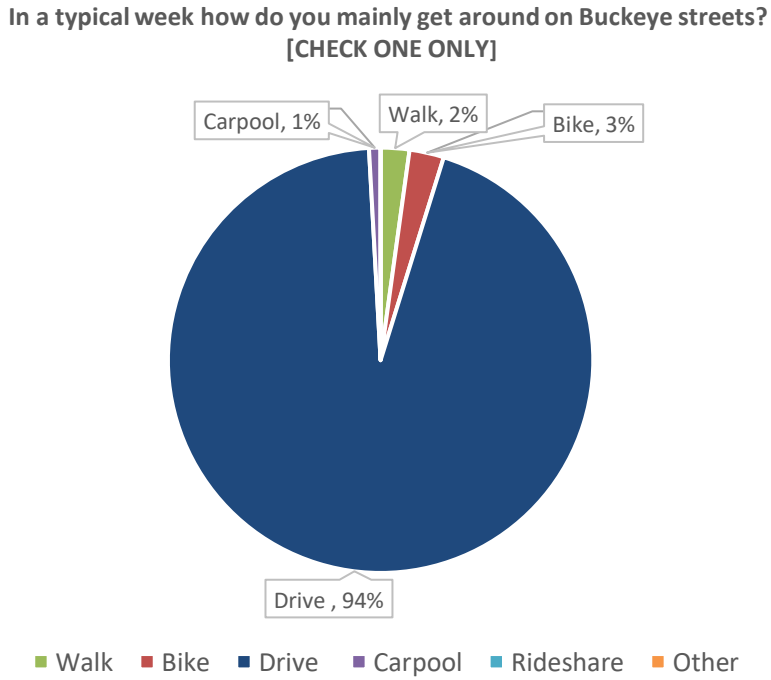
Table 9 - Survey Results for Investment of Five Focus Areas

Supporting Questions

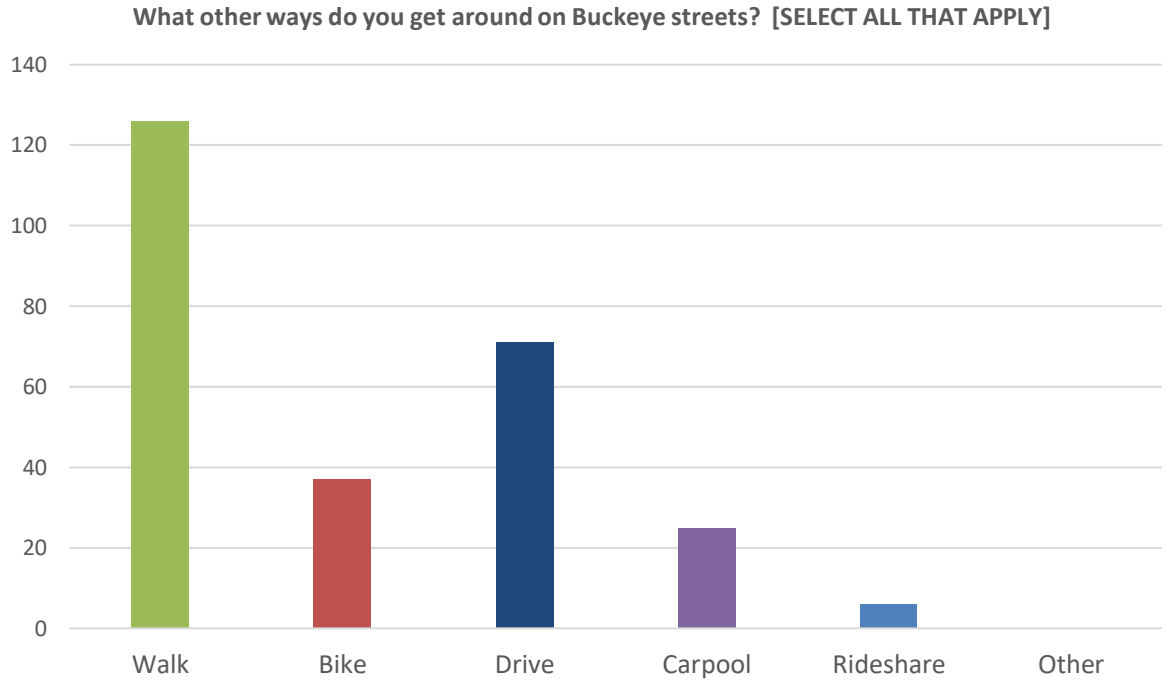
Question 30: How did you hear about this survey?



Question 31: In a typical week how do you mainly get around on Buckeye streets? [CHECK ONE ONLY]



Question 32: What other ways do you get around on Buckeye streets? [SELECT ALL THAT APPLY]



Summary of Survey Results

Respondents overwhelmingly supported most strategies, with average agreement scores typically between 2.7 and 3.0 on a 3-point scale. Strongest agreement appeared in strategies related to Safe Roads for People Walking & Biking, particularly Safe Routes to School, complete streets design, and separated bicycle facilities, while Safe Intersections strategies such as protected left turns, lighting improvements, and enhanced signage also received high marks. Participants contributed extensive written feedback emphasizing the need for better lighting, more traffic enforcement, improved signage, additional signals, clearer lane markings, and infrastructure to support pedestrians and cyclists.

Across all focus areas, open-ended comments consistently highlighted three themes: **inadequate lighting, insufficient enforcement, and roadway designs that cannot keep up with rapid population growth**. Residents frequently requested more signals at specific intersections, widened roads and shoulders, safer school crossings, protected bike lanes, and stronger penalties for reckless driving. Many also expressed concerns about roundabouts, speeding, distracted driving, and the lack of sidewalks and connectivity in developing areas. Suggestions for Safe Speeds and Safe Users further stressed the need for targeted enforcement, especially in school zones, residential streets, and high-risk corridors, as well as more public education. Some respondents questioned the effectiveness of education campaigns without enforcement.

When asked to prioritize the five focus areas, participants ranked Safe Intersections as the highest priority, followed by Safe Roads and Safe Speeds. Safe Roads for People Walking & Biking and Safe Users were ranked lower but still received significant support. In the “Fund It” activity, participants allocated the largest portion of hypothetical dollars to Safe Intersections ($28.64 on average), reinforcing their

prioritization, with progressively smaller investments directed toward Safe Roads, Safe Speeds, Safe Roads for People Walking & Biking, and Safe Users.

Overall, the results show strong community alignment around improving intersections, school zone safety, expanding roadway lighting, expanding sidewalk connectivity, and increasing enforcement as key strategies for improving safety in Buckeye.

5. Conclusions

Phase 2 of engagement was successful in gathering input and feedback on the proposed strategies primarily via the online survey. While in-person interactions and conversations were limited, the materials distributed at in-person tabling events served to drive traffic to the survey. Almost all feedback towards proposed strategies was positive, with a consensus that Safe Intersections are the highest priority to fund and focus on.

The Buckeye Newsletter proved to be the most successful method in promoting the survey, followed by Social Media. The lack of a traditional community meeting did not seem to affect the quantity or quality of input received.

4 Appendices

Appendix A – Flyers and Posters

Between **2019-2023, 241 people have lost their lives or been seriously injured** on Buckeye streets.

Each life lost is a tragedy, but together we can save lives and build a safer community.

The **Buckeye Transportation Safety Plan** aims to change the course and start reducing and preventing serious injury and fatal car crashes.

Take the online survey

We need your input on Buckeye's proposed work efforts to make our streets safer.

buckeyeaz.gov/safestreets

Take the online survey for a chance to win two VIP passes to the 2026 Buckeye Air Fair!

TRANSPORTATION SAFETY PLAN

4 Appendices

Appendix A – Flyers and Posters

Entre **2019 y 2023, 241 personas perdieron la vida o resultaron gravemente heridas** en las calles de Buckeye.

Cada vida perdida es una tragedia, pero juntos podemos salvar vidas y construir una comunidad más segura.

El Plan de Seguridad en el Transporte de Buckeye tiene como objetivo cambiar el curso y comenzar a reducir y prevenir lesiones serias y choques automovilísticos fatales.

Conteste la encuesta en línea

Nosotros necesitamos su opinión sobre los esfuerzos de trabajo propuestos de Buckeye para hacer que nuestras calles sean más seguras.

¡Conteste la encuesta en línea para tener la oportunidad de ganarse dos pases VIP para la Feria Aérea de Buckeye 2026!

TRANSPORTATION SAFETY PLAN
Safer Streets Buckeye

4 Appendices

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TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

4 Appendices

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TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

Appendix B – Community Touchpoint Boards

Do you agree with the proposed safety strategies?

buckeyeaz.gov/safestreets

TRANSPORTATION SAFETY PLAN

Please place a dot on whether you agree, disagree, or are neutral/unsure about each strategy.

1. Safe Intersections

Strategy	Agree	Neutral/Unsure	Disagree
At unsignalized intersections with stop signs, **install red flashing beacons**, and **add more signs** and **pavement markings**.			
At unsignalized intersections, **evaluate different designs** (example: **roundabouts, median U-turns**) to simplify movements, reduce conflict points, and speed.			
At unsignalized intersections, add **dedicated left and right turn lanes** if possible.			

2. Safe Roads

Strategy	Agree	Neutral/Unsure	Disagree
Reduce conflict points, by simplifying roadway access to a **limited number of driveways and intersections** per mile.			
Build wider shoulders on rural roads.			
Install rumble strips to centerlines and edges of roadways.			

3. Safe Roads for People Walking & Biking

Strategy	Agree	Neutral/Unsure	Disagree
Improve lighting and **enhance pedestrian crossings** at signalized intersections.			
Add additional signalized mid-block pedestrian/bike crossings (such as HAWK signals) along roadways to provide more opportunities for people to cross the street safely.			
Based on type of roadway, provide **separated bike lanes**, or **a shared-use path**.			
Continue to implement a **Safe Routes to School (SRTS)** program to improve safety for students traveling to and from school - walk, bike, bus or by car.			
Install underpasses or **bridges** along roadways when new development occurs.			

Do you agree with the proposed safety strategies?

buckeyeaz.gov/safestreets

TRANSPORTATION SAFETY PLAN

Please place a dot on whether you agree, disagree, or are neutral/unsure about each strategy.

4. Safe Speeds

Strategy	Agree	Neutral/Unsure	Disagree
Pilot red light and/or speed safety cameras at high-risk crash locations.			
Pilot red light and/or speed safety cameras in school zones.			

5. Safe Users

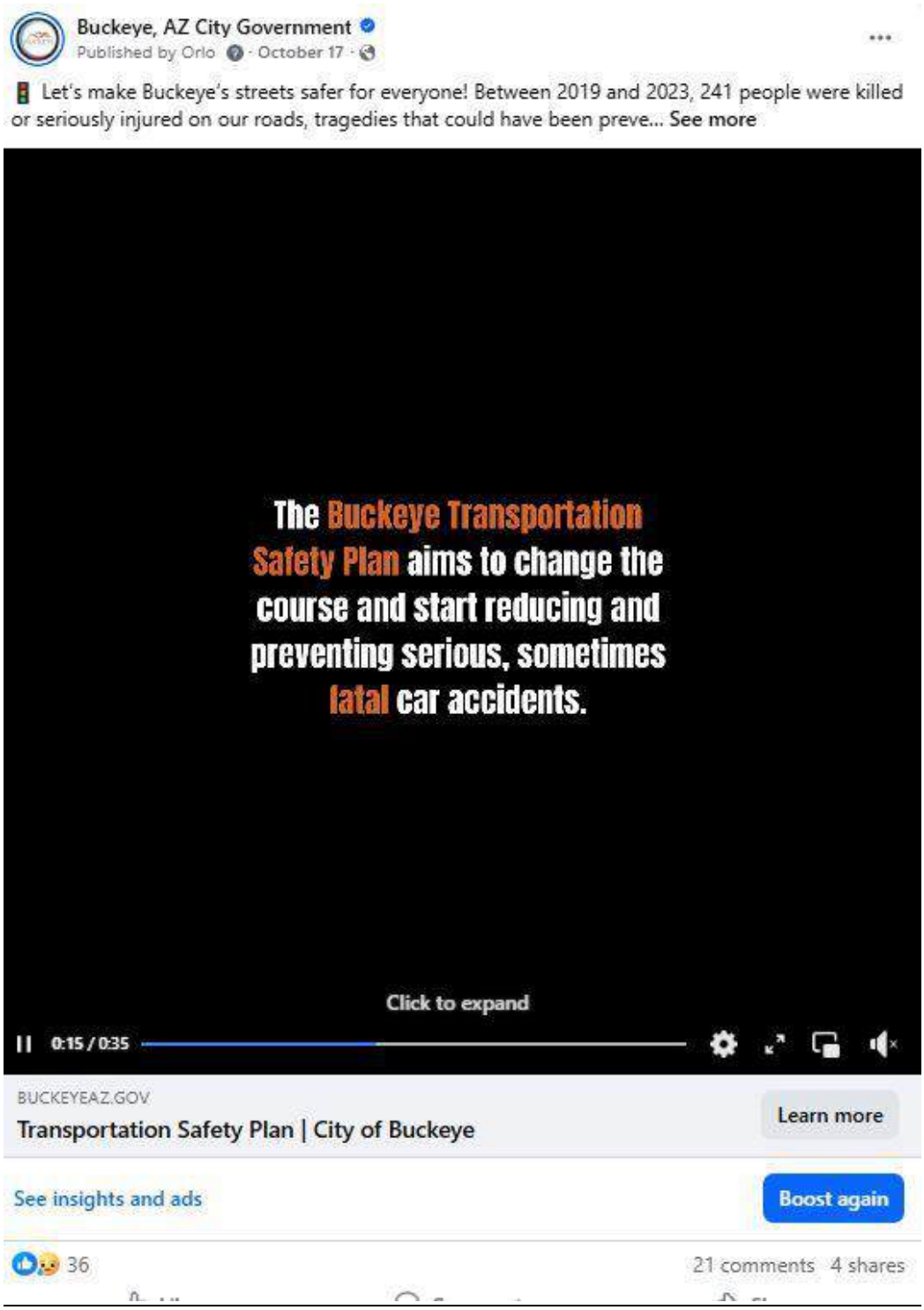
Strategy	Agree	Neutral/Unsure	Disagree
Continue and expand **targeted enforcement activities for distracted driving, seatbelt use, and impaired/DUI driving** through use of high-visibility enforcement techniques, saturation patrols, & integrated enforcement tactics.			
Promote **safer walking, biking through targeted education** and enforcement campaigns.			
Promote **motorcycle helmet use** and **safe riding practices** for motorcyclists through ongoing engagement campaigns.			

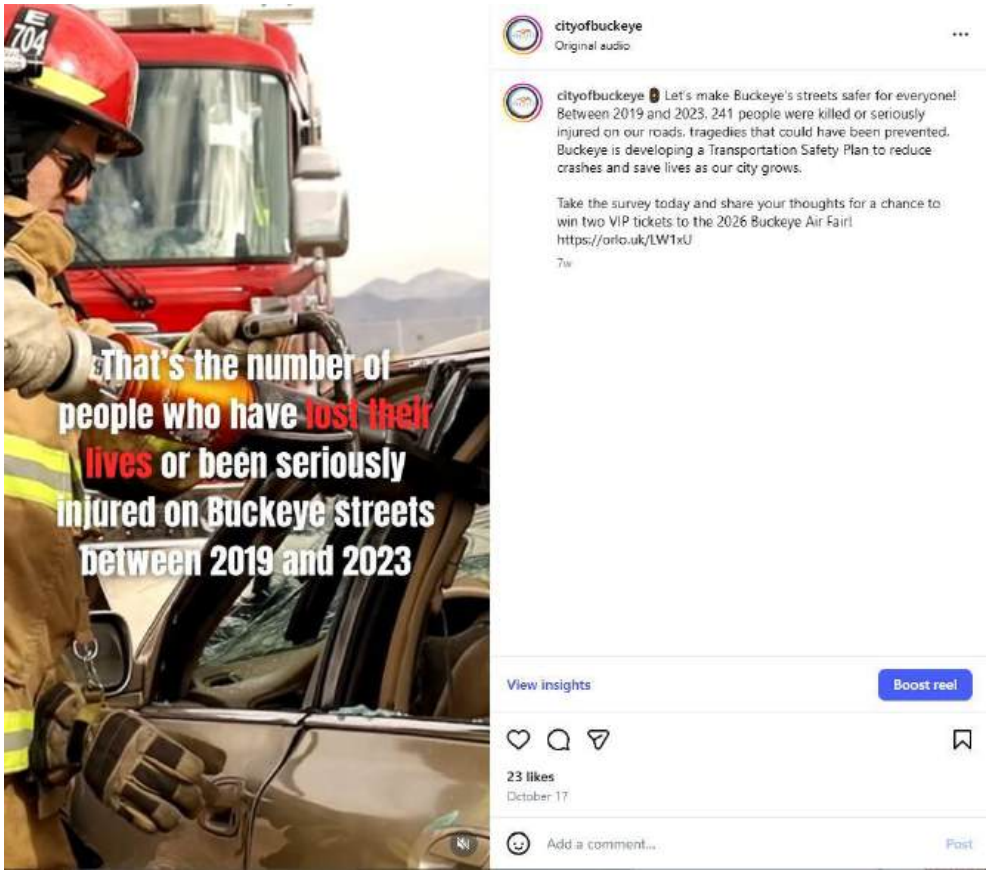
Please rank the five focus areas according to how you feel each focus area should be prioritized

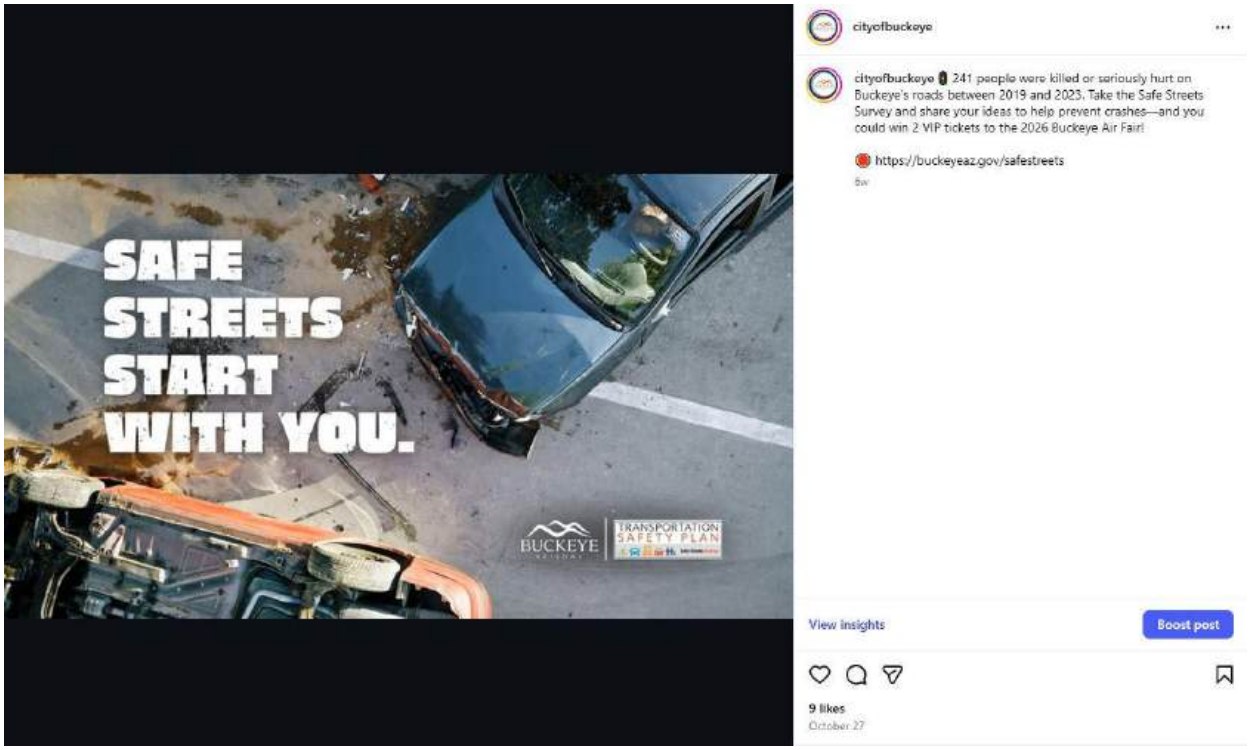
(1 = highest priority and 5 = lowest priority)

Safe Roads: Intersections	Safe Roads: Segments	Safe Roads: People Walking & Biking	Safe Speeds	Safe Users

Appendix C – Social Media Posts

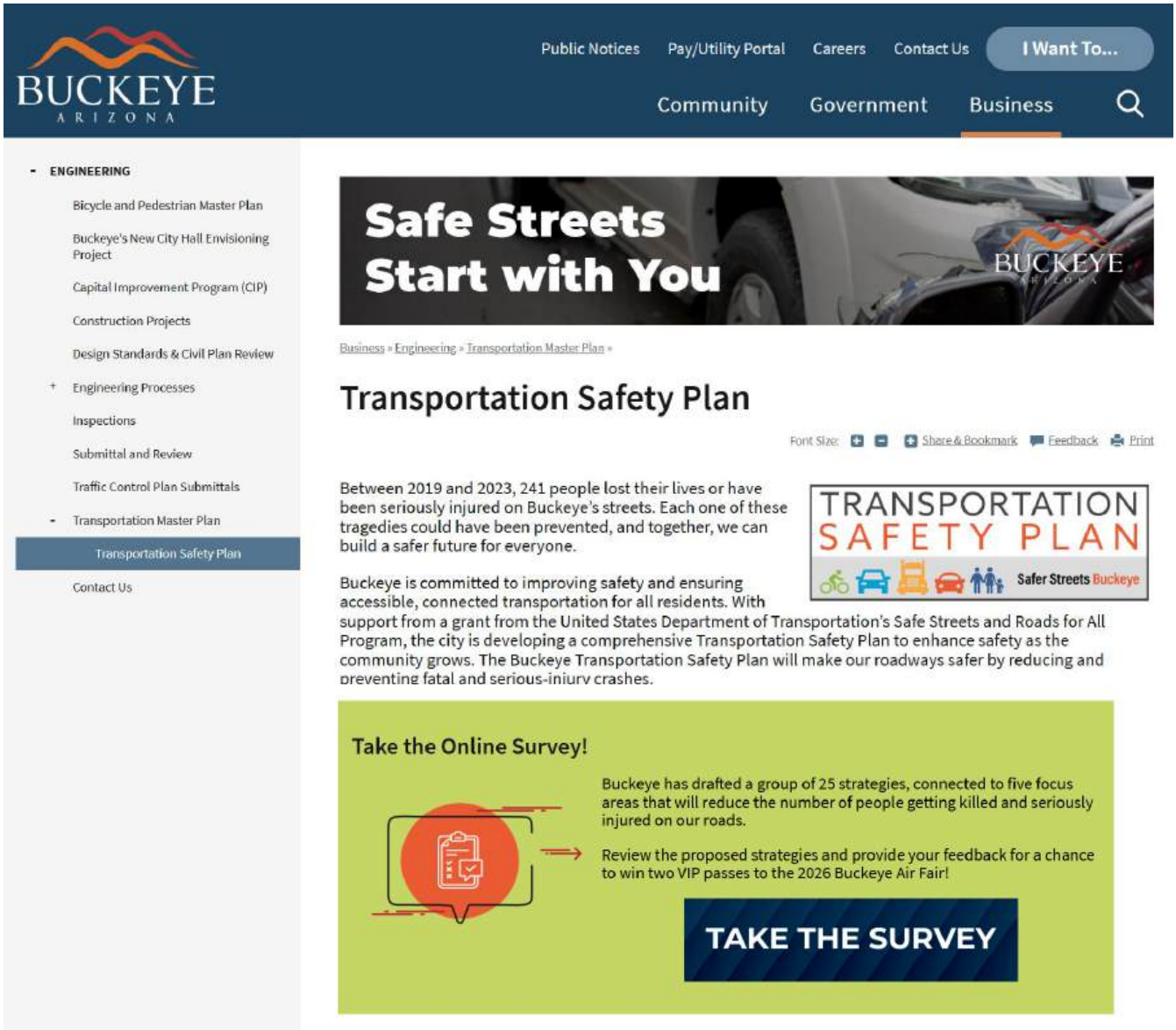

Buckeye, AZ City Government
Published by Orlo · October 17 ·
Let's make Buckeye's streets safer for everyone! Between 2019 and 2023, 241 people were killed or seriously injured on our roads, tragedies that could have been preve... See more
The Buckeye Transportation Safety Plan aims to change the course and start reducing and preventing serious, sometimes fatal car accidents.
Click to expand
0:15 / 0:35
BUCKEYEAZ.GOV
Transportation Safety Plan | City of Buckeye
Learn more
See insights and ads
Boost again
36
21 comments 4 shares


That's the number of people who have lost their lives or been seriously injured on Buckeye streets between 2019 and 2023
cityofbuckeye
Original audio
cityofbuckeye Let's make Buckeye's streets safer for everyone! Between 2019 and 2023, 241 people were killed or seriously injured on our roads, tragedies that could have been prevented. Buckeye is developing a Transportation Safety Plan to reduce crashes and save lives as our city grows.
Take the survey today and share your thoughts for a chance to win two VIP tickets to the 2026 Buckeye Air Fair!
https://orlo.uk/LW1xU
7w
View insights
Boost reel
23 likes
October 17
Add a comment...
Post

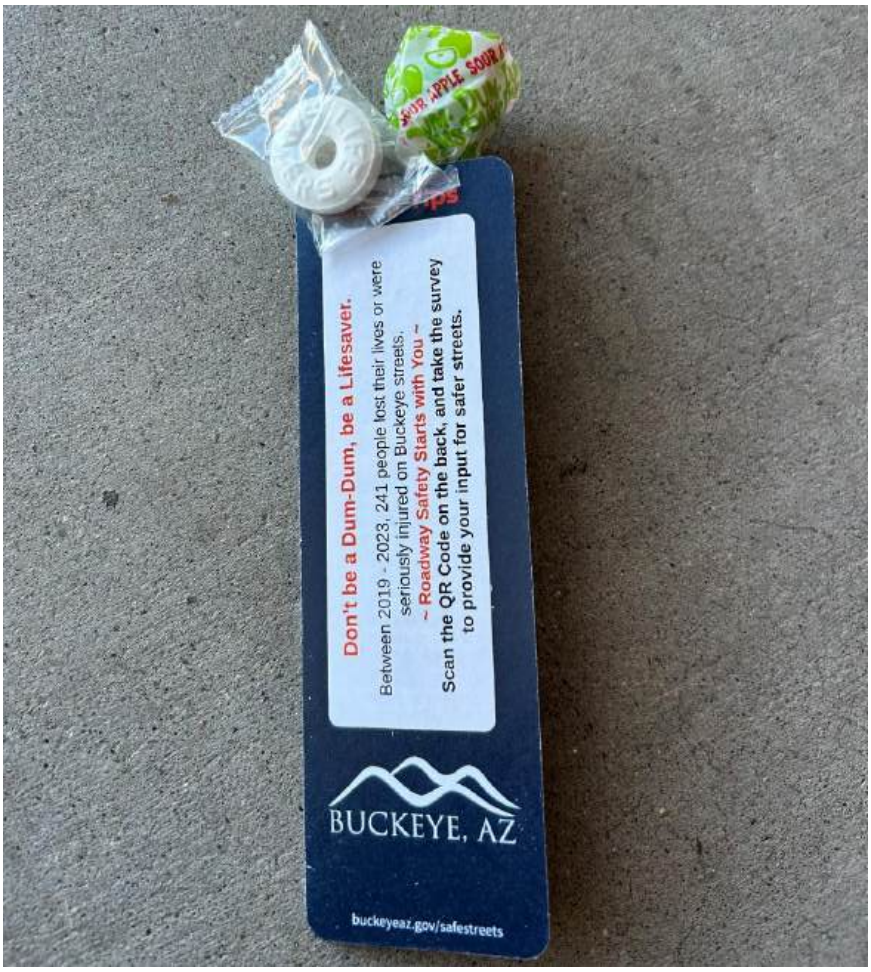

SAFE STREETS START WITH YOU.
BUCKEYE
TRANSPORTATION SAFETY PLAN
cityofbuckeye
cityofbuckeye 241 people were killed or seriously hurt on Buckeye's roads between 2019 and 2023. Take the Safe Streets Survey and share your ideas to help prevent crashes—and you could win 2 VIP tickets to the 2026 Buckeye Air Fair!
https://buckeyeaz.gov/safestreets
6w
View insights
Boost post
9 likes
October 27

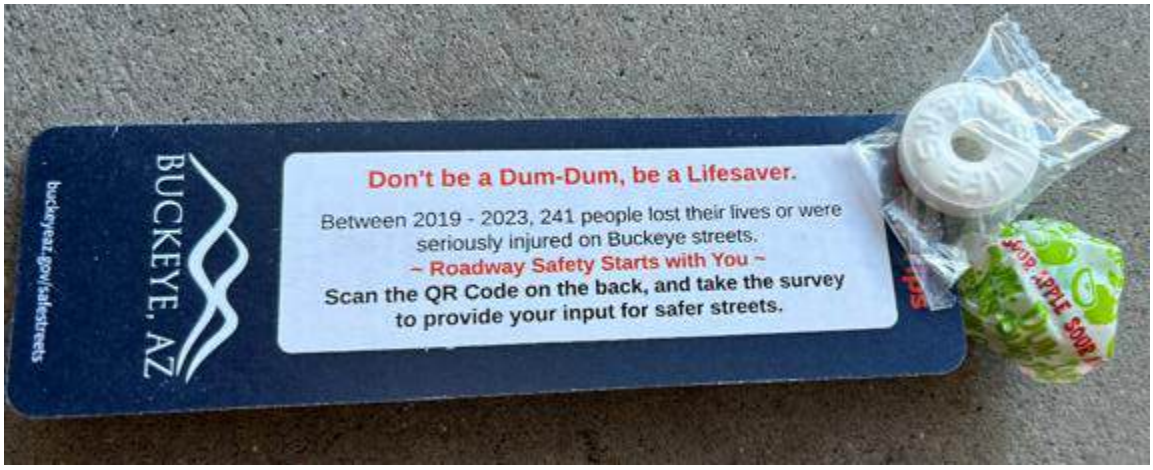
City of Buckeye
City of Buckeye Communications Department · 17 Oct
Help make Buckeye's streets safer! 241 people were killed or seriously hurt on our roads from 2019–2023. Take the survey and share your idea... see more
That's the number of people who have lost their lives or been seriously injured on Buckeye streets between 2019 and 2023
0:28
Posted to Subscribers of City of Buckeye
2
· 1,258 Impressions

Appendix D – Webpage



Appendix E - Repurposed Bookmark with Sticker and Candy:





APPENDIX G:

STRATEGIES AND ACTIONS

Strategy ID: 1	**Action ID:** 1.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce crashes and opportunities for speeding by continuing to regularly review and refine traffic signal timing to improve operations and safety. Develop a Traffic Signal Management Plan to guide proactive adjustments, coordinate timing across corridors, and support ongoing evaluation. Update signal timing protocols and engineering guidelines as needed to ensure consistent and effective implementation.
Action:	Continue to review and refine signal timing more frequently to improve traffic operations and safety. Develop a Traffic Signal Management Plan to guide proactive adjustments and standardize signal timing protocols and engineering guidelines for consistency.

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, ADOT Facilities
Development Context Group for Application	Arterial/Collector Signalized Intersections, SR 85 and I-10 Signalized Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Assess current signal timing, review practices, and identify opportunities to increase review frequency and coordination across key corridors.	6-12 months
Step 2:	Develop a Traffic Signal Management Plan outlining procedures, performance measures, and schedule for regular signal timing evaluations and updates.	6-12 months
Step 3:	Implement the plan, conduct periodic signal timing reviews, document improvements, and refine protocols based on performance.	Ongoing

Notes for Implementation:	Update all signal timing every 2-3 years on a staggered cycle.

Lead:	PMO-Transportation	**Support:**	ADOT Regional Traffic, COB/ADOT Maintenance

Cost	**Funding Opportunities**
$100,000-$250,000	HSIP, Maricopa Association of Governments (MAG) Traffic Signal Optimization Program (TSOP)

Strategy ID: 2	**Action ID:** 2.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	Continue to improve safety at stop-controlled intersection locations with frequent failure-to-yield crashes (context sensitive) by installing red flashing beacons at stop signs; and systematically install low-cost countermeasures that include: enhanced signage (larger signs, 'Cross Traffic Does Not Stop') and STOP AHEAD pavement markings and signs.
Action:	Install red flashing beacons at stop signs

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped, ADOT Facilities
Development Context Group for Application	SR 85 and I-10 Stop-Controlled Intersections, Arterial/Collector Stop-Controlled Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Continue to identify and prioritize stop-controlled intersections that have frequent failure-to-yield crashes.	6-9 months
Step 2:	Develop plans for the improvements.	6-12 months
Step 3:	Install red flashing beacons at stop signs.	3-6 months (initially to assess) then Ongoing

Notes for Implementation:	Solar-powered beacons are a cost-effective option for remote locations where wiring is impractical.

Lead:	ADOT/MCDOT Engineering, PMO-Transportation	**Support:**	ADOT/COB/MCDOT Maintenance

Cost	**Funding Opportunities**
$100,000-$250,000	ADOT/COB/MCDOT operations or maintenance budget, HSIP, MAG Safety

Strategy ID: 2	**Action ID:** 2.2	**Safe System Category:** Safe Roads - Intersections

Strategy :	Continue to improve safety at stop-controlled intersection locations with frequent failure-to-yield crashes (context sensitive) by installing red flashing beacons at stop signs; and systematically install low-cost countermeasures that include: enhanced signage (larger signs, 'Cross Traffic Does Not Stop') and STOP AHEAD pavement markings and signs.
Action:	Systematically apply multiple low-cost countermeasures at stop-controlled intersections

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped, ADOT Facilities
Development Context Group for Application	Stop Controlled Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize stop-controlled intersections that have frequent failure-to-yield crashes.	3-6 months
Step 2:	Develop plans for the improvements.	3-6 months
Step 3:	Install signage and pavement marking legends.	Ongoing

Notes for Implementation:	All-way stop or roundabout should also be considered. Add raised reflective pavement markers (RRPMs) with longitudinal lines at half the distance of current Buckeye standards.

Lead:	ADOT/COB DSD/MCDOT Engineering , PMO-Transportation	**Support:**	ADOT/COB/MCDOT Maintenance

Cost	**Funding Opportunities**
$0-$100,000	ADOT/COB/MCDOT operations or maintenance budget, HSIP

Strategy ID: 3	**Action ID:** 3.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	At unsignalized intersections of major roads, continue to install traffic signals to improve control and reduce failure-to-yield crashes. At unsignalized intersections of minor and local roads, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds. At unsignalized intersections of roads with a high speed, and failure to yield incidents, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds.
Action:	Continue to review, study, and install innovative/unconventional intersection treatments like median U-turns, restricted crossing U-turns, or raised medians

Timeframe to Initiate Action:	5+ years
Category Context	Developed, Undeveloped
Development Context Group for Application	Collector/Local/Minor Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize unsignalized intersections that are candidates for innovative/unconventional intersection treatments.	6-12 months
Step 2:	Develop plans for the improvements including development of standards and/or guidelines.	1-2 years
Step 3:	Install innovative/unconventional intersection treatments and monitor their effectiveness to guide future installations and updates to standards.	12-36 months

Notes for Implementation:	Refer to NACTO Urban Street Design Guide to develop standards

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$2,000,000-$4,000,000	COB Capital Improvement Program (CIP), HSIP

Strategy ID: 3	**Action ID:** 3.2	**Safe System Category:** Safe Roads - Intersections

Strategy :	At unsignalized intersections of major roads, continue to install traffic signals to improve control and reduce failure-to-yield crashes. At unsignalized intersections of minor and local roads, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds. At unsignalized intersections of roads with a high speed, and failure to yield incidents, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds.
Action:	Continue to install traffic signals

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Collector Unsignalized Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize unsignalized intersections that are candidates for a traffic signal.	6-12 months
Step 2:	Develop plans for the improvements including development of standards and/or guidelines. Establish criteria for meeting warrants with crash warrant being the minimum requirement for implementation.	1-2 years
Step 3:	Install traffic signal.	12-36 months

Notes for Implementation:	Convert unsignalized intersections.

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$1,000,000-$2,000,000	COB CIP, HSIP

Strategy ID: 3	**Action ID:** 3.3	**Safe System Category:** Safe Roads - Intersections

Strategy :	At unsignalized intersections of major roads, continue to install traffic signals to improve control and reduce failure-to-yield crashes. At unsignalized intersections of minor and local roads, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds. At unsignalized intersections of roads with a high speed, and failure to yield incidents, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds.
Action:	Install high-capacity single-lane roundabout

Timeframe to Initiate Action:	5+ years
Category Context	Developed, Undeveloped
Development Context Group for Application	Local and Collector Unsignalized Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize unsignalized intersections that are candidates for a high-capacity single-lane roundabout.	1-2 years
Step 2:	Develop plans for the improvements including development of standards and/or guidelines.	1-2 years
Step 3:	Install high-capacity single-lane roundabout.	12-36 months

Notes for Implementation:	Install roundabouts (COB EDS 6-3.600). Update processes, engineering standards and guidelines to support the selection and implementation of these proven safety countermeasures.

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$2,000,000-$4,000,000	COB CIP, HSIP

Strategy ID: 3	**Action ID:** 3.4	**Safe System Category:** Safe Roads - Intersections

Strategy :	At unsignalized intersections of major roads, continue to install traffic signals to improve control and reduce failure-to-yield crashes. At unsignalized intersections of minor and local roads, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds. At unsignalized intersections of roads with a high speed, and failure to yield incidents, use process decision guidelines to consider installing reduced conflict intersections: left-in/left-out, median U-turns, roundabouts, and/or raised medians to simplify movements, reduce conflict points, and speeds.
Action:	Install small single-lane roundabout

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Local and Collector Intersections and Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize unsignalized intersections that are candidates for a small single-lane roundabout.	6-12 months
Step 2:	Develop plans for the improvements including development of standards and/or guidelines.	1-2 years
Step 3:	Install small single-lane roundabout.	12-36 months

Notes for Implementation:	Install roundabouts (COB EDS 6-3.600) or traffic calming, develop details (chicanes, bulb-outs). Refer to NACTO Urban Street Design Guide to develop details. Toolbox for traffic calming measure for certain roadway types. Update processes, engineering standards and guidelines to support the selection and implementation of these proven safety countermeasures.

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$1,000,000-$2,000,000	COB CIP, HSIP

Strategy ID: 4	**Action ID:** 4.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce angle and left-turn crashes by continuing to install innovative intersection configurations—such as roundabouts, Restricted Crossing U-Turns (RCUTs) and diverging diamond interchanges instead of traditional stop control and traffic signals where appropriate. These designs simplify vehicle movements and reduce conflict points. Update processes, engineering standards and guidelines to support the selection and implementation of these proven safety countermeasures.
Action:	Continue to install reduced left-turn conflict intersections such as RCUT, roundabouts, and diverging diamond interchanges

Timeframe to Initiate Action:	5+ years
Category Context	ADOT Facilities
Development Context Group for Application	I-10 Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify intersections along I-10 with higher frequencies of angle or left-turn crashes to prioritize locations for innovative intersection treatments and use ADOT's AICE Tool, once available, to help identify the most desirable intersection treatment.	6-12 months
Step 2:	Update engineering standards, design criteria, and selection processes to support consistent evaluation and implementation of RCUTs, roundabouts, and diverging diamond interchanges.	12-24 months
Step 3:	Advance design and construction of prioritized intersection improvements and monitor safety performance to inform future applications of these treatments.	12-36 months

Notes for Implementation:	ADOT's Arizona Intersection Control Evaluation (AICE) tool is under development and is anticipated to be available in late 2026 for use in determining appropriate intersection configurations and control types

Lead:	ADOT Regional Traffic, PMO - Transportation	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$3,000,000–$30,000,000	HSIP, MAG Safety

Strategy ID: 5	**Action ID:** 5.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce the risk of left-turn collisions at existing signalized intersections by continuing to remove negative offset left-turn geometry and implement protected-only left-turn phasing at HRN and other high crash locations. Reduce the risk of left-turn collisions at intersections by improving driver visibility at intersection corners.
Action:	Continue to implement protected-only left-turn signal phasing

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Arterial/Collector Signalized Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Review existing arterial and collector signalized intersections to identify locations with high left-turn crash rates or operational conflicts suitable for protected-only phasing.	3-6 months
Step 2:	Develop work orders or plans to support consistent implementation of protected-only left-turn phases across applicable intersections.	3-6 months
Step 3:	Install protected-only left-turn signal phasing at prioritized intersections and evaluate safety outcomes to refine future applications.	6-12 months

Notes for Implementation:	ADOT's Arizona Intersection Control Evaluation (AICE) tool is under development and is anticipated to be available in late 2026 for use in determining appropriate intersection configurations and control types

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors, and COB Public Works

Cost	**Funding Opportunities**
$0–$250,000	MAG Safety, MAG TSOP, HSIP

Strategy ID: 5	**Action ID:** 5.2	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce the risk of left-turn collisions at existing signalized intersections by continuing to remove negative offset left-turn geometry and implement protected-only left-turn phasing at HRN and other high crash locations. Reduce the risk of left-turn collisions at intersections by improving driver visibility at intersection corners.
Action:	Continue to install positive left-turn offset / remove negative left-turn offset geometry

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Arterial/Collector Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector signalized intersections with negative left-turn offsets or visibility constraints contributing to left-turn collisions.	3-6 months
Step 2:	Develop work orders or plans to include positive left-turn offset geometry as a standard safety treatment.	3-6 months
Step 3:	Implement positive left-turn offset improvements at prioritized intersections and monitor safety performance to guide future design refinements.	12-24 months

Notes for Implementation:	Ensure COB EDS 6-3.306 C is adhered to in all new construction, consider updating language if standard is not being met

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$250,000–$500,000	HSIP, MAG Safety

Strategy ID: 5	**Action ID:** 5.3	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce the risk of left-turn collisions at existing signalized intersections by continuing to remove negative offset left-turn geometry and implement protected-only left-turn phasing at HRN and other high crash locations. Reduce the risk of left-turn collisions at intersections by improving driver visibility at intersection corners.
Action:	Continue to remove or relocate visual obstructions such as signage, vegetation or roadside features at intersection corners to increase driver visibility

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped
Development Context Group for Application	All Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	COB Public Works conducts field assessments of intersections citywide and collect resident complaint/reports to identify locations where signage, vegetation, or roadside features obstruct driver visibility.	3-6 months
Step 2:	Public works and maintenance crews to coordinate with owners of property where obstacles are located (public/private) to prioritize and schedule removal or relocation of identified visual obstructions.	3-6 months
Step 3:	Implement visibility improvements at prioritized intersections and establish a routine inspection program to maintain clear sightlines over time.	1-3 months

Notes for Implementation:	Update rural roadway design standards to ensure consistent application of these safety improvements

Lead:	COB/MCDOT Engineering	**Support:**	COB Maintenance, Consultants, Contractors

Cost	**Funding Opportunities**
$0–$100,000	COB Public Works/MCDOT operations or maintenance budget

Strategy ID: 6	**Action ID:** 6.1	**Safe System Category:** Safe Roads - Intersections

Strategy :	Reduce rear-end crashes along rural roadways by continuing to add dedicated left- and right-turn lanes at uncontrolled access points. These treatments help manage turning movements, reduce unexpected stops in through lanes and promote safer, more predictable traffic flow.
Action:	Continue to add dedicated left- and right-turn lanes at uncontrolled access points

Timeframe to Initiate Action:	2-5 years
Category Context	Undeveloped
Development Context Group for Application	Arterial/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments with high rear-end crash rates or frequent turning conflicts at uncontrolled access points to prioritize locations for dedicated turn lanes.	3-12 months
Step 2:	Update design standards and guidelines specifying lane dimensions, and spacing criteria for left- and right-turn lanes at uncontrolled access points.	3-12 months
Step 3:	Construct dedicated turn lanes at prioritized locations and monitor crash and traffic flow improvements to guide future implementations.	12-36 months

Notes for Implementation:	

Lead:	COB DSD Engineering	**Support:**	PMO - Transportation, MCDOT Engineering

Cost	**Funding Opportunities**
$100,000–$250,000	COB CIP, MCDOT TIP, MAG Safety

Strategy ID: 7	**Action ID:** 7.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Continue to install solar-powered dynamic speed feedback signs that alert drivers when they exceed the posted limit, to reduce speeding and improve driver compliance on roadways on the HRN or that have known speed-related incidents. Pair these signs with periodic, targeted enforcement to reinforce safe driving behavior and increase awareness.
Action:	Continue to install solar-powered dynamic speed feedback signs (temporary or permanent) that alert drivers when they exceed the posted limit

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Arterial/Local/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify priority locations for additional dynamic speed feedback signs based on crash data, resident complaints on file, speeding trends from law enforcement (if available), and roadway type and condition.	6-12 months
Step 2:	Develop standards and guidelines for the placement, design, and operation of solar-powered speed feedback signs to ensure consistency and effectiveness.	6-12 months
Step 3:	Install new signs at prioritized locations and monitor performance to guide future installations and refinements to the program.	6-12 months (initially to assess) then Ongoing

Notes for Implementation:	Develop standards for dynamic speed feedback signs

Lead:	PMO-Transportation, COB/MCDOT Engineering	**Support:**	COB/MCDOT Maintenance

Cost	**Funding Opportunities**
$100,000-$250,000	HSIP, PW Budget

Strategy ID: 8	**Action ID:** 8.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Reduce single-vehicle crashes by improving roadway visibility through targeted infrastructure upgrades. This includes continuing to install streetlights at intersections, merge points, and along high-risk roadway corridors; and enhancing the visibility of signs, signals and pavement markings along roadway corridors. Where needed, update engineering details, standards and guidelines to support consistent application of these safety countermeasures.
Action:	Continue to enhance visibility of signs, signals, and pavement markings along roadway corridors

Timeframe to Initiate Action:	1-2 years
Category Context	ADOT Facilities
Development Context Group for Application	SR 85 and I-10 Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Assess current practices for maintaining and enhancing visibility of signs, signals, and pavement markings, and identify corridors or intersections with the greatest need.	3-6 months
Step 2:	Develop plans for the improvements.	3-6 months
Step 3:	Implement prioritized visibility improvements and monitor their effectiveness to guide future upgrades and maintenance practices.	6-12 months

Notes for Implementation:	Consider updating COB EDS 6-4.203 to include the FHWA Office of Safety Proven Countermeasure "Backplates with Retroreflective Borders"

Lead:	ADOT Regional Traffic, COB DSD Engineering, PMO-Transportation	**Support:**	ADOT Maintenance/COB Public Works

Cost	**Funding Opportunities**
$0-$100,000	ADOT operations or maintenance budget, HSIP, MAG Safety

Strategy ID: 8	**Action ID:** 8.2	**Safe System Category:** Safe Roads - Segments

Strategy :	Reduce single-vehicle crashes by improving roadway visibility through targeted infrastructure upgrades. This includes continuing to install streetlights at intersections, merge points, and along high-risk roadway corridors; and enhancing the visibility of signs, signals and pavement markings along roadway corridors. Where needed, update engineering details, standards and guidelines to support consistent application of these safety countermeasures.
Action:	Install streetlights at intersections and merge points

Timeframe to Initiate Action:	2-5 years
Category Context	ADOT Facilities
Development Context Group for Application	SR 85 and I-10 Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify intersections, merge points, and corridors with limited lighting or higher nighttime crash rates to prioritize locations for new streetlight installations.	3-6 months
Step 2:	Develop plans for the improvements.	3-6 months
Step 3:	Install streetlights at prioritized locations and evaluate lighting performance and safety outcomes to guide future installations and updates to standards.	12-24 months

Notes for Implementation:	Update details, standards and guidelines where needed. Install lighting in dark areas

Lead:	ADOT Regional Traffic	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$250,000-$500,000	HSIP, MAG Safety

Strategy ID: 9	**Action ID:** 9.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Enhance roadway traction to reduce single-vehicle crashes by applying high-friction surface treatments at curves, intersections and other high-risk locations. These treatments increase skid resistance and reduce stopping distances, especially under wet conditions. Update engineering standards and guidance to ensure consistent identification and treatment of priority locations
Action:	Install high-friction pavement and rumble strips

Timeframe to Initiate Action:	2-5 years
Category Context	Developed, Undeveloped
Development Context Group for Application	Arterial/Collector Roadway Segments Without Curbs

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments without curbs that experience higher crash rates or traction issues to prioritize locations for high-friction pavement and rumble strip installation.	3-6 months
Step 2:	Update engineering standards and guidelines to support consistent application of high-friction pavement and rumble strips across suitable roadway types.	3-6 months
Step 3:	Implement high-friction pavement and rumble strips at prioritized sites and monitor performance to evaluate effectiveness and guide future program expansion.	12-24 months

Notes for Implementation:	Develop details, standards, and guidelines for high-friction pavement and edge line rumble strips.

Lead:	COB/MCDOT Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$0–$100,000	COB CIP, MCDOT TIP, HSIP, MAG Safety

Strategy ID: 10	**Action ID:** 10.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Reduce single-vehicle, sideswipe, and head-on collisions by continuing to enhance roadway edge definition and driver guidance. Widen edge lines to improve visibility and lane keeping, install rumble strips and/or raised pavement markers at close spacing to alert drivers who drift from the travel lane, and apply enhanced curve delineation such as chevrons, reflective post panels, and curve warning pavement markings on horizontal curves. Update pavement marking and signing standards to ensure consistent application of these countermeasures.
Action:	Continue to install enhanced delineation for horizontal curves

Timeframe to Initiate Action:	2-5 years
Category Context	Undeveloped
Development Context Group for Application	Arterial/Collector Curved Roadway Segments

	Steps for Implementation	**Duration to Complete**
Step 1:	Identify and prioritize arterial and collector roadway segments with horizontal curves and a history or risk of single-vehicle, sideswipe, or run-off-road crashes using crash and roadway geometry data.	3-6 months
Step 2:	Develop design standards and guidelines for enhanced delineation treatments—including wider edge lines, chevrons, reflective post panels, and curve warning pavement markings—to ensure consistency across all projects.	6-12 months
Step 3:	Implement enhanced curve delineation at prioritized locations and incorporate these treatments into future resurfacing and roadway improvement projects.	12-24 months

Notes for Implementation:	Update MCDOT Traffic Signing Manual and Pavement Marking Manual as needed to include additional strategies such as retroreflective strips on sign posts, curve warning pavement markings, and chevron signs on curves. For City of Buckeye roads, add raised reflective pavement markers (RRPMs) with longitudinal lines at

Lead:	PMO-Transportation, COB DSD Engineering, MCDOT Engineering	**Support:**	PMO - Transportation, COB DSD Engineering, MCDOT Engineering

Cost	**Funding Opportunities**
$0–$200,000	HSIP, MAG Safety

Strategy ID: 10	**Action ID:** 10.2	**Safe System Category:** Safe Roads - Segments

Strategy :	Reduce single-vehicle, sideswipe, and head-on collisions by continuing to enhance roadway edge definition and driver guidance. Widen edge lines to improve visibility and lane keeping, install rumble strips and/or raised pavement markers at close spacing to alert drivers who drift from the travel lane, and apply enhanced curve delineation such as chevrons, reflective post panels, and curve warning pavement markings on horizontal curves. Update pavement marking and signing standards to ensure consistent application of these countermeasures.
Action:	Widen edge lines

Timeframe to Initiate Action:	2-5 years
Category Context	Undeveloped
Development Context Group for Application	Arterial/Collector Roadway Segments Without Curbs

	Steps for Implementation	**Duration to Complete**
Step 1:	Review existing pavement marking standards and inventory current edge line widths along arterial and collector curved roadway segments to identify locations that do not meet desired visibility or safety performance.	3-6 months
Step 2:	Update pavement marking standards to specify the use of wider edge lines on arterial and collector roadways, particularly at curves and segments with higher crash risk.	6-12 months
Step 3:	Implement the updated standards through routine maintenance, resurfacing, and new roadway projects to ensure consistent application of widened edge lines citywide.	12-24 months

Notes for Implementation:	Consider adding option for edge lines wider than 4" in MCDOT Pavement Marking Manual sect. 5. For Cityof Buckeye roads, add raised reflective pavement markers (RRPMs) with longitudinal lines at half the distance of current Buckeye standards.

Lead:	PMO-Transportation	**Support:**	COB DSD Engineering, MCDOT Engineering

Cost	**Funding Opportunities**
$0–$200,000	HSIP, MAG Safety

Strategy ID: 11	**Action ID:** 11.1	**Safe System Category:** Safe Roads - Segments

Strategy :	On roadways with good pavement quality and right of way availability, continue to improve roadside safety by widening shoulders per Buckeye's standard (6-3.207 G of a minimum 10-foot shoulders) in areas without curbs and expanding the clear zone to reduce crash severity. Where fixed objects like utility poles cannot be relocated, continue to install protection around object, and/or add signage/object markers for better driver awareness. Update roadway design standards to support consistent implementation.
Action:	Widen shoulders and expand the clear zone to reduce crash severity, providing 10-foot minimum shoulders in areas without curbs. Where fixed objects like utility poles cannot be relocated, install object markers for better driver awareness.

Timeframe to Initiate Action:	2-5 years
Category Context	Undeveloped
Development Context Group for Application	Arterial/Collector Roadway Segments Without Curbs

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments without curbs that have sufficient right-of-way and elevated roadside crash rates to prioritize for shoulder widening and clear zone improvements.	3-6 months
Step 2:	Develop or update roadway design standards to formalize the use of 10-foot shoulders and define procedures for clear zone expansion and object marking where relocation is not feasible.	6-12 months
Step 3:	Implement shoulder widening and object marking improvements at prioritized sites and monitor safety performance to evaluate effectiveness and guide future design applications.	12-36 months

Notes for Implementation:	Ensure all roadway segments are consistent with shoulder widths defined in MCDOT Roadway Design Manual Table 5.1, clear zone requirements consistent with MCDOT Roadway Design Manual section 5.25.4.1, and include a Safety Edge

Lead:	PMO-Transportation	**Support:**	COB DSD Engineering, COB Maintenance

Cost	**Funding Opportunities**
$1,000,000–$2,000,000	COB CIP, HSIP, MAG Safety

Strategy ID: 12	**Action ID:** 12.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Revise street light standard to update strategies that improve visibility and reduce nighttime crash risk by continuing to install streetlights at city intersections, merge points, mid-block and along roadway corridors that have a history of nighttime crashes or are on the HRN. The lighting standard update should reflect current safety-focused placement and illumination levels while acknowledging dark sky preservation initiatives in the Buckeye area.
Action:	Continue to install streetlights at city intersections, merge points and along roadway corridors with a history of nighttime crashes

Timeframe to Initiate Action:	2-5 years
Category Context	Undeveloped (City of Buckeye areas only)
Development Context Group for Application	Arterial/Collector Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector intersections and roadway segments with a history of nighttime crashes or that are currently unlit to prioritize locations for streetlight installation.	3-6 months
Step 2:	Revise citywide streetlight standards to balance safety-focused placement and illumination levels with dark sky preservation considerations.	3-6 months
Step 3:	Install streetlights at prioritized locations and integrate the new standards into future roadway design and maintenance projects to ensure consistent application.	12-36 months

Notes for Implementation:	Update details, standards and guidelines where needed

Lead:	COB DSD Engineering	**Support:**	PMO-Transportation

Cost	**Funding Opportunities**
$250,000–$500,000	HSIP, MAG Safety

Strategy ID: 13	**Action ID:** 13.1	**Safe System Category:** Safe Roads - Segments

Strategy :	Improve corridor safety and traffic flow by continuing to implement access management strategies for future roadway development, and on HRN roadway segments to reduce conflict points and improve driver decision-making. Key strategies include managing the spacing of intersections and access points, limiting allowable driveway movements—such as restricting to right-in/right-out and placing driveways on intersection approach corners rather than a receiving corner, which are associated with fewer crashes. Install raised medians to eliminate across-roadway movements and provide dedicated turn lanes—including left-only, right-only, or two-way left-turn lanes—to support safer turning operations.
Action:	Continue to implement access management strategies related to the spacing, location, and allowable movements of intersections and driveways

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Review existing access management practices and identify arterial and collector roadway segments where driveway spacing, intersection proximity, and turning movements contribute to safety or operational issues.	3-6 months
Step 2:	Update the City of Buckeye's access management guidelines and standards—specifically COB EDS 6-3.100—to include stronger language requiring medians, right-in/right-out movements, and intersection corner placement requirements.	6-12 months
Step 3:	Apply updated standards to new developments and major reconstruction projects, coordinating with property owners and developers to ensure access design aligns with safety and mobility objectives.	3-6 months

Notes for Implementation:	Update access management guidelines and standards where needed. Consider updating COB EDS 6-3.100 to include more language requiring medians.

Lead:	COB DSD Engineering, PMO-Transportation	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$100,000–$250,000	COB CIP

Strategy ID: 13	**Action ID:** 13.2	**Safe System Category:** Safe Roads - Segments

Strategy :	Improve corridor safety and traffic flow by continuing to implement access management strategies for future roadway development, and on HRN roadway segments to reduce conflict points and improve driver decision-making. Key strategies include managing the spacing of intersections and access points, limiting allowable driveway movements—such as restricting to right-in/right-out and placing driveways on intersection approach corners rather than a receiving corner, which are associated with fewer crashes. Install raised medians to eliminate across-roadway movements and provide dedicated turn lanes—including left-only, right-only, or two-way left-turn lanes—to support safer turning operations.
Action:	Continue to install raised medians

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments with frequent turning conflicts or crash patterns that would benefit from raised medians to reduce left-turn and crossing movements.	3-6 months
Step 2:	Update access management standards (e.g., COB EDS 6-3.100) to include specific guidance on median design, spacing, and placement, ensuring consistency with safety and operational objectives.	6-12 months
Step 3:	Incorporate raised medians into all applicable new development, roadway reconstruction, and corridor improvement projects, coordinating with adjacent property owners to maintain appropriate access while improving overall corridor safety.	12-36 months

Notes for Implementation:	Update access management guidelines and standards where needed. Consider updating COB EDS 6-3.100 to include more language requiring medians.

Lead:	PMO-Transportation	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$1,000,000–$2,000,000	COB CIP, HSIP, MAG Safety

Strategy ID: 14	**Action ID:** 14.1	**Safe System Category:** Safe Roads - VRU

Strategy :	At intersections and roadway segments with high pedestrian and bicyclist activity, continue to implement self-enforcing roadway designs and features to naturally slow vehicle speeds and reduce crash risk. Update design standards (e.g., COB EDS 6-3 Table 1) and create a toolbox of appropriate strategies, by roadway type, using resources such as the NACTO Urban Street Design Guide to align with Safe System principles.
Action:	Continue to install self-enforcing road features

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify all road intersections and roadway segments with high pedestrian and bicyclist activity or documented speeding issues to prioritize locations for self-enforcing roadway designs.	3-6 months
Step 2:	Develop design standards and a traffic calming toolbox referencing resources such as the NACTO Urban Street Design Guide and AASHTO Bike Design Guide to guide consistent application of treatments like roundabouts, bulb-outs, and chicanes. Build on self-enforcing features and design standards already in development.	6-12 months
Step 3:	Implement pilot projects incorporating self-enforcing features at prioritized locations and evaluate safety and operational outcomes to inform broader application. Build on self-enforcing features and design standards already in development.	12-36 months

Notes for Implementation:	Install roundabouts at local or possibly collector roads (COB EDS 6-3.600) or traffic calming, develop details (chicanes, bulb-outs). Refer to NACTO Urban Street Design Guide to develop details. Toolbox for traffic calming measures for certain roadway types.

Lead:	PMO-Transportation	**Support:**	Consultants, Contractors, COB Public Works, COB DSD Engineering

Cost	**Funding Opportunities**
$2,000,000-$4,000,000	HSIP, MAG Safety

Strategy ID: 14	**Action ID:** 14.2	**Safe System Category:** Safe Roads - VRU

Strategy :	At intersections and roadway segments with high pedestrian and bicyclist activity, continue to implement self-enforcing roadway designs and features to naturally slow vehicle speeds and reduce crash risk. Update design standards (e.g., COB EDS 6-3 Table 1) and create a toolbox of appropriate strategies, by roadway type, using resources such as the NACTO Urban Street Design Guide to align with Safe System principles.
Action:	Set lower speed limits in areas with high pedestrian/bicycle activity, supported by an engineering study and implement design elements to support posted speed limits.

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Intersections and Roadway Segments in Areas of High Pedestrian/Bicyclist Activity

Steps for Implementation		**Duration to Complete**
Step 1:	Identify all road corridors with high pedestrian and bicyclist activity or crash history to prioritize areas for context-sensitive speed management.	3-6 months
Step 2:	Determine target operating speeds and their associated lower speed limits by roadway and land use context in pedestrian- and bicycle-priority areas through engineering studies.	3-6 months
Step 3:	Implement roadway redesigns to align with target operating speeds and revised speed limits at prioritized locations. Monitor safety and operational outcomes to guide future applications.	6-12 months

Notes for Implementation:	Consider updating COB EDS 6-3 Table 1 to different design criteria for high pedestrian and bicyclist volumes

Lead:	PMO-Transportation, COB Public Works	**Support:**	COB DSD Engineering

Cost	**Funding Opportunities**
$2,000,000-$4,000,000	COB CIP, COB operations or maintenance budget, MAG Safety Funding

Strategy ID: 15	**Action ID:** 15.1	**Safe System Category:** Safe Roads - VRU

Strategy :	ADOT to update the typical cross-section guidance in Section 306 of the Roadway Design Guidelines (RDG) to better reflect the needs of all users in different land use contexts. Specifically, Section 306.4 'Urban Cross-Sections' should be revised to include separate cross-section templates for Urban, Suburban and Rural Areas. This update should align with the ADOT Complete Transportation Guidebook, which provides context-sensitive design principles that accommodate all modes, including walking, biking and transit. Incorporating these distinctions will help ensure roadway designs are appropriate for surrounding land use and safety objectives.
Action:	ADOT to update typical cross-section guidance in Section 306 of the Roadway Design Guidelines (RDG) to better reflect the needs of all users in different land use contexts.

Timeframe to Initiate Action:	1-2 years
Category Context	ADOT Facilities
Development Context Group for Application	Arterial Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Review existing Section 306 cross-section templates and identify gaps related to multimodal accommodation and land use context sensitivity.	3-6 months
Step 2:	Develop and propose updated cross-section templates for Urban, Suburban, and Rural contexts that align with the ADOT Complete Transportation Guidebook and incorporate facilities for all modes.	3-6 months
Step 3:	Integrate the revised templates into the ADOT Roadway Design Guidelines through the formal update process, ensuring consistency across design projects for arterial segments statewide.	3-6 months

Notes for Implementation:	Context-sensitive cross-sections are particularly important at intersections where multiple modes can be present and cross travel paths

Lead:	ADOT Regional Traffic	**Support:**	ADOT Standards

Cost	**Funding Opportunities**
$0–$100,000	ADOT operations or maintenance budget

Strategy ID: 16	**Action ID:** 16.1	**Safe System Category:** Safe Roads - VRU
Strategy :	Improve safety for pedestrians and bicyclists by increasing the number of signalized crossing opportunities, on roadways with speed limits at 35 mph and over, if identified for future fixed route transit, has an existing bicycle facility, is identified for a future bicycle facility, and/or connects to an off-street pedestrian/bicycle facility. Install signalized crossings—such as full traffic signals or pedestrian hybrid beacons (HAWK/PHBs), or construct grade-separated crossings (bridges/overpasses or underpasses) to eliminate conflicts.	
Action:	If warranted, provide more signalized crossings (traffic signal or HAWK/PHB) on arterials and higher-speed collectors and RRFBs on lower-speed collectors	
Timeframe to Initiate Action:		2-5 years
Category Context		Developed
Development Context Group for Application		All roads, Unsignalized Intersections, Midblock Crossings

Steps for Implementation		**Duration to Complete**
Step 1:	Conduct a citywide assessment to identify arterial and collector corridors that intersect with high pedestrian and bicycle corridors—especially those with existing or planned bicycle facilities, future fixed-route transit, or connections to off-street trails.	6-12 months
Step 2:	Prioritize candidate locations for new crossings (full signals, PHBs, RRFBs, or grade-separated facilities) based on crash history, traffic speeds, pedestrian/bike volumes, and spacing between existing crossings.	6-12 months
Step 3:	Develop and implement a phased installation program, beginning with high-priority sites, and update City design standards to formalize warrant criteria and preferred crossing treatments for arterial and collector roadways.	12-36 months initially, then ongoing

Notes for Implementation:	Update details, standards and guidelines where needed. Consider adding warrant/design standards to COB EDS 6-4 for HAWK/PHB installation. Refer to UDOT 2023 Std. Dwg. SL 6F for midblock crossing detail development.

Lead:	PMO-Transportation, MAG	**Support:**	Consultants, Contractors, and COB DSD Engineering

Cost	**Funding Opportunities**
$500,000–$1,000,000	HSIP, MAG Safety

Strategy ID: 16	**Action ID:** 16.2	**Safe System Category:** Safe Roads - VRU

Strategy :	Improve safety for pedestrians and bicyclists by increasing the number of signalized crossing opportunities, on roadways with speed limits at 35 mph and over, if identified for future fixed route transit, has an existing bicycle facility, is identified for a future bicycle facility, and/or connects to an off-street pedestrian/bicycle facility. Install signalized crossings—such as full traffic signals or pedestrian hybrid beacons (HAWK/PHBs), or construct grade-separated crossings (bridges/overpasses or underpasses) to eliminate conflicts. On roadways with speed limits 30 mph and under, consider installing rectangular rapid flashing beacons (RRFBs) if identified for future fixed route transit, has an existing bicycle facility, is identified for a future bicycle facility, and/or connects to an off-street pedestrian/bicycle facility.
Action:	Construct grade-separated crossings such as pedestrian overpasses or underpasses to eliminate conflicts with vehicle traffic and ensure safe access across wide or high-speed corridors

Timeframe to Initiate Action:	5+ years
Category Context	Developed
Development Context Group for Application	Arterial Roadway Segments With High Pedestrian/Bicyclist Activity

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial roadway segments with high pedestrian and bicyclist activity, high traffic volumes, or wide/high-speed crossings that would benefit from grade-separated facilities.	6-12 months
Step 2:	Develop design standards, guidelines, and project prioritization criteria for pedestrian overpasses and underpasses to ensure consistent and context-appropriate application.	6-12 months
Step 3:	Implement grade-separated crossings at prioritized locations and monitor usage and safety outcomes to guide future expansions of the program in an ongoing effort.	12-36 months

Notes for Implementation:	

Lead:	COB DSD Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$5,000,000–$10,000,000	COB CIP, ADOT Transportation Alternatives (TA)

Strategy ID: 17	**Action ID:** 17.1	**Safe System Category:** Safe Roads - VRU

Strategy :	Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing visibility and prioritizing pedestrian movement. Enhance the visibility of signs, signals, and pavement markings by updating standards (e.g., COB EDS 6-4.203) to include measures such as backplates with retroreflective borders. Continue to install dual lighting at each corner of wide intersections and continue to provide overhead lighting at midblock pedestrian and bicycle crossings to ensure visibility at night and during low-light conditions. Continue to implement leading pedestrian intervals (LPIs) at signals in areas with high pedestrian activities, and intersections that are wide. Update design guidelines to include roadway mid-block crossing applications and guidance on placement.
Action:	Continue to install dual lighting at each corner of wide intersections

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector intersections that are wide, unlit, or have high pedestrian and bicyclist activity to prioritize locations for dual corner lighting.	3-12 months
Step 2:	Develop or update design guidelines specifying dual lighting placement, intensity, and mounting standards to ensure consistent application across intersections.	3-12 months
Step 3:	Install dual lighting at prioritized intersections where single light does not provide enough lighting per standards, and monitor nighttime visibility and safety performance to inform future expansions of the program.	6-12 months

Notes for Implementation:	

Lead:	COB DSD Engineering	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$250,000–$500,000	COB CIP, MAG Safety, ADOT TA

Strategy ID: 17	**Action ID:** 17.2	**Safe System Category:** Safe Roads - VRU

Strategy :	Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing visibility and prioritizing pedestrian movement. Enhance the visibility of signs, signals, and pavement markings by updating standards (e.g., COB EDS 6-4.203) to include measures such as backplates with retroreflective borders. Continue to install dual lighting at each corner of wide intersections and continue to provide overhead lighting at midblock pedestrian and bicycle crossings to ensure visibility at night and during low-light conditions. Continue to implement leading pedestrian intervals (LPIs) at signals in areas with high pedestrian activities, and intersections that are wide. Update design guidelines to include roadway mid-block crossing applications and guidance on placement.
Action:	Continue to enhance visibility of signs, signals, and pavement markings at intersections

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector intersections and roadway segments where signs, signals, or pavement markings have limited nighttime or low-light visibility to prioritize locations for retroreflective backplates.	3-12 months
Step 2:	Develop or update engineering standards and design guidelines to specify the use of backplates with retroreflective borders and ensure consistent application across applicable locations.	3-12 months
Step 3:	Install enhanced backplates at prioritized sites and monitor visibility improvements and safety outcomes to guide future expansions of the program.	6-12 months

Notes for Implementation:	Consider updating COB EDS 6-4.203 to include the FHWA Office of Safety Proven Countermeasure "Backplates with Retroreflective Borders". For pavement markings, consider adding raised reflective pavement markers (RRPMs) with longitudinal lines at half the distance of current Buckeye standards.

Lead:	COB DSD Engineering, PMO-Transportation	**Support:**	Consultants, Contractors, and COB Public Works

Cost	**Funding Opportunities**
$100,000–$250,000	HSIP, MAG Safety, COB operations or maintenance budget

Strategy ID: 17	**Action ID:** 17.3	**Safe System Category:** Safe Roads - VRU

Strategy :	Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing visibility and prioritizing pedestrian movement. Enhance the visibility of signs, signals, and pavement markings by updating standards (e.g., COB EDS 6-4.203) to include measures such as backplates with retroreflective borders. Continue to install dual lighting at each corner of wide intersections and continue to provide overhead lighting at midblock pedestrian and bicycle crossings to ensure visibility at night and during low-light conditions. Continue to implement leading pedestrian intervals (LPIs) at signals in areas with high pedestrian activities, and intersections that are wide. Update design guidelines to include roadway mid-block crossing applications and guidance on placement.
Action:	Continue to install overhead lighting at midblock pedestrian and bicycle crossings

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Unlighted Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify midblock pedestrian and bicycle crossings on arterial and collector roadways that are unlit or have low visibility, prioritizing locations with high pedestrian/bicyclist activity or crash history.	3-12 months
Step 2:	Develop design standards and guidelines for overhead lighting at midblock crossings, including fixture type, mounting height, and illumination levels to ensure consistent application.	3-12 months
Step 3:	Install overhead lighting at prioritized midblock crossings and monitor nighttime visibility and safety performance to guide future installations.	6-12 months

Notes for Implementation:	

Lead:	COB DSD Engineering, PMO-Transportation	**Support:**	Consultants, Contractors, and COB Public Works

Cost	**Funding Opportunities**
$100,000–$250,000	COB CIP, MAG Safety, ADOT TA

Strategy ID: 17	**Action ID:** 17.4	**Safe System Category:** Safe Roads - VRU

Strategy :	Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing visibility and prioritizing pedestrian movement. Enhance the visibility of signs, signals, and pavement markings by updating standards (e.g., COB EDS 6-4.203) to include measures such as backplates with retroreflective borders. Continue to install dual lighting at each corner of wide intersections and continue to provide overhead lighting at midblock pedestrian and bicycle crossings to ensure visibility at night and during low-light conditions. Continue to implement leading pedestrian intervals (LPIs) at signals in areas with high pedestrian activities, and intersections that are wide. Update design guidelines to include roadway mid-block crossing applications and guidance on placement.
Action:	Continue to provide leading pedestrian intervals in areas with heavy pedestrian activity

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Signalized Intersections With High Pedestrian/Bicyclist Activity

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector signalized intersections with high pedestrian and bicyclist activity to prioritize locations for implementing leading pedestrian intervals (LPIs).	3-6 months
Step 2:	Develop signal timing standards and design guidelines for LPIs, including duration, coordination with vehicular phases, and applicability criteria.	3-6 months
Step 3:	Implement LPIs at prioritized intersections and monitor pedestrian safety and signal performance to evaluate effectiveness and guide future applications.	6-12 months

Notes for Implementation:	Update details, standards and guidelines where needed

Lead:	PMO-Transportation	**Support:**	COB Maintenance

Cost	**Funding Opportunities**
$0–$100,000	MAG Safety, MAG TSOP, HSIP

Strategy ID: 18	**Action ID:** 18.1	**Safe System Category:** Safe Roads - VRU

Strategy :	improve safety for people walking and biking and expand transportation options by using the USDOT FHWA Bikeway Selection Guide (2019) and AASHTO Bicycle Design Guide to upgrade existing bike facilities to the preferred bikeway type per roadway volume and speed, and update engineering details, standards and guidelines as needed to ensure consistent and context-sensitive design as the bicycle network is built out per the Bicycle and Pedestrian Master Plan.
Action:	Provide shared-use paths or protected bike lanes where appropriate instead of striped bike lanes for arterials and higher-speed collectors

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments with existing or planned bike lanes that exceed preferred speed or volume thresholds per the FHWA Bikeway Selection Guide (2019) and AASHTO Bicycle Design Guide.	3-6 months
Step 2:	Update City of Buckeye design details and guidelines to make shared-use paths or protected bike lanes the default facility type for arterials and higher-speed collectors.	3-6 months
Step 3:	Incorporate shared-use paths or protected bike lanes into all applicable major and principal arterials and reconstruction projects, ensuring consistency with the Bicycle and Pedestrian Master Plan, and with Parks and Recreation Master Plan and coordination with regional bike network connections.	12-36 months

Notes for Implementation:	Update details, standards and guidelines where needed. Refer to latest AASHTO Bicycle Design Guide and NACTO Urban Street Design Guide to develop standards.

Lead:	PMO-Transportation	**Support:**	COB DSD Civil Engineering, Consultants, Contractors

Cost	**Funding Opportunities**
$1,000,000–$2,000,000	COB CIP, HSIP, MAG Safety, MAG Active Transportation, ADOT TA

Strategy ID: 19	**Action ID:** 19.1	**Safe System Category:** Safe Roads - VRU

Strategy :	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.
Action:	Continue to participate in the regional SRTS program and implement reduced speed school zones to provide consistent, predictable speed control during school travel times

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Roadways Near Schools

Steps for Implementation		**Duration to Complete**
Step 1:	Identify all roadways near schools and review existing school zone speed limits, signage, and enforcement practices to prioritize areas for consistent speed control enhancements.	3-6 months
Step 2:	Update local policies and guidelines to standardize school zone speed limits, signage, and timing, ensuring predictable and enforceable speed control during school travel periods.	6-12 months
Step 3:	Implement revised school zone speed limits citywide, coordinate with law enforcement for consistent enforcement, and monitor speed compliance and crash data to guide future improvements.	1-2 years

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	PMO-Transportation	**Support:**	Schools, COB Police

Cost	**Funding Opportunities**
$0–$100,000	COB CIP, MAG Active Transportation, ADOT TA

Strategy ID: 19	**Action ID:** 19.2	**Safe System Category:** Safe Roads - VRU

Strategy :	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.
Action:	Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways Near Schools

Steps for Implementation		**Duration to Complete**
Step 1:	Review proposed and existing school sites in coordination with school districts, planning staff, and local agencies to identify opportunities to improve on-site queuing and multimodal access per the Arizona School Siting Guidelines.	3-6 months
Step 2:	Update school development agreements and local design standards to require adequate on-site queuing, pedestrian and bicycle access, and multimodal connectivity for all new and redeveloped school sites.	3-6 months
Step 3:	Implement the updated requirements for all applicable school projects and monitor functionality, safety, and multimodal use to guide future site planning and improvements.	6-12 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	Schools	**Support:**	Schools

Cost	**Funding Opportunities**
$0–$750,000	COB operations or maintenance budget

Strategy ID: 19	**Action ID:** 19.3	**Safe System Category:** Safe Roads - VRU

Strategy :	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.
Action:	Continue to participate in the regional SRTS program to implement education, encouragement and enforcement strategies related to travel to and from school

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Roadways Near Schools

	Steps for Implementation	**Duration to Complete**
Step 1:	Coordinate with school districts, law enforcement, and local agencies to identify priority schools and student populations for targeted education, encouragement, and enforcement initiatives.	3-6 months
Step 2:	Develop programs and campaigns that include classroom education, community events, walking/biking challenges, and enforcement strategies to promote safe travel to and from school.	3-6 months
Step 3:	Implement the programs at prioritized schools, monitor participation and safety outcomes, and refine strategies to enhance effectiveness and support long-term Safe Routes to School goals.	3-6 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	Schools	**Support:**	PMO-Transportation, COB Police

Cost	**Funding Opportunities**
$100,000–$250,000	MAG Active Transportation, ADOT TA, AZ GOHS

Strategy ID: 19	**Action ID:** 19.4	**Safe System Category:** Safe Roads - VRU

Strategy :	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.
Action:	Continue to participate in the regional SRTS program to implement infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways Near Schools

Steps for Implementation		**Duration to Complete**
Step 1:	Coordinate with school districts, law enforcement, and local agencies to identify school areas with the highest safety risks or gaps in pedestrian and bicycle infrastructure.	3-6 months
Step 2:	Develop design plans for crosswalks, sidewalks, and traffic calming measures tailored to each school site, ensuring alignment with local standards and multimodal safety objectives.	6-12 months
Step 3:	Construct prioritized infrastructure improvements near schools and monitor usage and crash data to evaluate effectiveness and guide future enhancements.	12-36 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	Schools	**Support:**	Schools, Consultants, and Contractors

Cost	**Funding Opportunities**
$250,000–$750,000	COB CIP, MAG Active Transportation, ADOT TA

Strategy ID: 19	**Action ID:** 19.5	**Safe System Category:** Safe Roads - VRU

Strategy :	Continue to participate in the regional Safe Routes to School (SRTS) program to improve safety and encourage walking and biking for students traveling to and from school. Incorporate infrastructure improvements such as crosswalks, sidewalks and traffic calming near schools, and support them with education, encouragement and enforcement strategies. Coordinate closely with school districts, to identify safety concerns and prioritize improvements. Use the Arizona School Siting Guidelines, City of Buckeye Engineering Design Standards, and school development agreements to ensure new and existing schools are planned with sufficient on-site queuing and multimodal access. Implement reduced speed in school zones to provide consistent, predictable speed control during school travel times. Update Buckeye's policies and design standards to support the long-term success of SRTS initiatives.
Action:	Continue to participate in the regional SRTS program to implement local solutions

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways Near Schools

Steps for Implementation		**Duration to Complete**
Step 1:	Coordinate with school districts, law enforcement, and local agencies to assess school travel patterns, identify safety concerns, and prioritize schools for program implementation. Assign a City of Buckeye staff member to be the SRTS coordinator.	3-6 months
Step 2:	Participate in regional Safe Routes to School program that combines infrastructure improvements, education, encouragement, and enforcement strategies tailored to each school's needs.	6-12 months
Step 3:	Continue the SRTS program at prioritized schools, monitor participation, safety outcomes, and travel behavior, and adjust strategies to ensure long-term program success and sustainability.	12-36 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	Schools, MAG	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$0–$100,000	COB CIP, MAG Active Transportation, ADOT TA

Strategy ID: 20	**Action ID:** 20.1	**Safe System Category:** Safe Users

Strategy :	Promote helmet use and safe riding practices for motorcyclists through ongoing engagement campaigns while reinforcing safety through the continued enforcement of existing laws, including youth motorcycle helmet requirements.
Action:	Implement a targeted education campaign to increase motorcycle helmet use and safe riding practices

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped, ADOT Facilities
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Identify best practices for education campaign and how best to pair them with a correlated enforcement campaign. Identify partners who will provide input on development of the education campaign and correlated enforcement campaign.	3-6 months
Step 2:	Develop education campaign content and materials. Determine method/media for distributing education campaign materials. Coordinate with law enforcement on timeframe and talking points for correlated enforcement campaign.	3-6 months
Step 3:	Launch education campaign focused on increasing helmet use and safe motorcycle riding practices in conjunction with correlated enforcement effort.	1-3 months

Notes for Implementation:	Potential partners could include Team Arizona, Ride Arizona, or Motorcycle Safety Foundation

Lead:	COB Communications, COB Police	**Support:**	PMO-Transportation; ADOT Communications; DPS; MCDOT Communications, Engineering, and Planning; MCSO

Cost	**Funding Opportunities**
$0-$250,000	Arizona Governor's Office of Highway Safety (AZ GOHS), Highway Safety Improvement Program (HSIP)

Strategy ID: 21	**Action ID:** 21.1	**Safe System Category:** Safe Users

Strategy :	Address risky driver behaviors by continuing to develop and implement targeted education campaigns focused on reducing distracted driving, increasing seatbelt use, and preventing impaired driving. These campaigns should combine public outreach through media and events with focused police enforcement (Strategy #24) to influence safer driving habits and reduce crash risk.
Action:	Continue Buckeye's targeted education campaigns for: increase seatbelt use, impaired driving, and distracted driving.

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped, ADOT Facilities
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Identify best practices for education campaign and how best to pair them with a correlated enforcement campaign. Identify partners who will provide input on development of the education campaign and correlated enforcement campaign.	3-6 months
Step 2:	Develop education campaign content and materials. Determine method/media for distributing education campaign materials. Coordinate with law enforcement on timeframe and talking points for correlated enforcement campaign.	3-6 months
Step 3:	Launch education campaign focused on increasing seatbelt use in conjunction with correlated enforcement effort.	1-3 months

Notes for Implementation:	These campaigns should combine public outreach through media and events with focused police enforcement to influence safer driving habits and reduce crash risk

Lead:	COB Communications, COB Police	**Support:**	PMO-Transportation , ADOT Communications, DPS, MCDOT Communications, MCSO

Cost	**Funding Opportunities**
$0-$250,000	AZ GOHS, HSIP

Strategy ID: 22	**Action ID:** 22.1	**Safe System Category:** Safe Users

Strategy :	Implement Surge Enforcement Operations (intensified, short-term enforcement operations that can include multiple agencies and departments (enforcement, education, public involvement, communications, etc.) designed to curb dangerous driving through increased education, awareness, officer presence and high-visibility traffic stops) twice a year at key locations connected to the High Risk Network (HRN).
Action:	Implement Surge Enforcement Operations twice a year at key locations connected to the High Risk Network (HRN)

Timeframe to Initiate Action:	1-3 years
Category Context	General
Development Context Group for Application	All Roadways with HRN

Steps for Implementation		**Duration to Complete**
Step 1:	Evaluate current surge enforcement practices and identify priority HRN locations and resource needs to support increased enforcement frequency.	1-3 months
Step 2:	Develop an enforcement schedule in coordination with COB Police and partner agencies, aligning operations with high-crash periods and locations.	1-3 months
Step 3:	Launch bi-annual surge enforcement operations, document outcomes, and adjust strategies based on performance and observed safety impacts.	Ongoing

Notes for Implementation:	Implementation is contingent on available funding on a year-to-year basis.

Lead:	COB Police	**Support:**	PMO-Transportation; DPS; MCDOT Communications, Engineering, and Planning; MCSO

Cost	**Funding Opportunities**
$0-$100,000	AZ GOHS, HSIP

Strategy ID: 23	**Action ID:** 23.1	**Safe System Category:** Safe Users

Strategy :	Promote safer walking, biking, micromobility, and electric-bikes (e-bikes) use through targeted education and enforcement campaigns. Continue to conduct outreach through media, schools and community events to increase awareness of local rules, traffic laws and safe riding practices. Support these efforts with physical deterrents to reduce unsafe speeds on shared-use paths, youth helmet ordinances and focused law enforcement engagement in high-activity areas to encourage compliance and reduce crash risk.
Action:	Continue to implement paid and earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of pedestrian and bicyclist safety to target audiences.

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Coordinate with Buckeye Police Department, local schools, and community organizations to identify key audiences and high-activity areas for targeted safety messaging related to walking, biking, and micromobility use.	3-6 months
Step 2:	Develop and launch paid and earned media campaigns across electronic, print, radio, and broadcast platforms to promote pedestrian and bicyclist safety, emphasizing local crash trends and Safe System principles. Education campaigns could include promoting Bike/Walk to School/Work Day or building a Traffic Garden for kids to learn the rules of the road.	6-12 months
Step 3:	Evaluate campaign effectiveness through community feedback and crash data monitoring, and expand educational content or enforcement focus areas as needed to strengthen future outreach and policy development.	1-3 months

Notes for Implementation:	Perform outreach through education media campaigns and at City events. Coordinate with focused enforcement.

Lead:	COB Communications, PMO-Transportation	**Support:**	COB Police

Cost	**Funding Opportunities**
$0–$250,000	AZ GOHS, HSIP

Strategy ID: 23	**Action ID:** 23.2	**Safe System Category:** Safe Users

Strategy :	Promote safer walking, biking, micromobility, and electric-bikes (e-bikes) use through targeted education and enforcement campaigns. Continue to conduct outreach through media, schools and community events to increase awareness of local rules, traffic laws and safe riding practices. Support these efforts with physical deterrents to reduce unsafe speeds on shared-use paths, youth helmet ordinances and focused law enforcement engagement in high-activity areas to encourage compliance and reduce crash risk.
Action:	Install physical deterrents to reduce unsafe speeds on shared-use paths

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Shared Use Paths

Steps for Implementation		**Duration to Complete**
Step 1:	Identify shared-use paths and trail segments with documented speeding issues or near-miss incidents through community reports, field observations, or crash data.	3-6 months
Step 2:	Develop design standards for physical deterrents, like speed tables, bollards, chicanes, or centerline striping to reduce excessive speeds while maintaining accessibility and comfort for all users.	6-12 months
Step 3:	Pilot and monitor installations at select high-use or high-risk locations, assess effectiveness and user feedback, and refine standards before expanding to other shared-use paths citywide.	12-24 months

Notes for Implementation:	

Lead:	COB Police	**Support:**	PMO-Transportation

Cost	**Funding Opportunities**
$0–$100,000	COB CIP, MAG Active Transportation, ADOT TA

Strategy ID: 23	**Action ID:** 23.3	**Safe System Category:** Safe Users

Strategy :	Promote safer walking, biking, micromobility, and electric-bikes (e-bikes) use through targeted education and enforcement campaigns. Continue to conduct outreach through media, schools and community events to increase awareness of local rules, traffic laws and safe riding practices. Support these efforts with physical deterrents to reduce unsafe speeds on shared-use paths, youth helmet ordinances and focused law enforcement engagement in high-activity areas to encourage compliance and reduce crash risk.
Action:	Pass a youth bike and e-bike helmet ordinance

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Research best practices and legal frameworks from peer cities regarding youth helmet ordinances for bicycles, scooters, and other micromobility devices.	6-12 months
Step 2:	Draft a citywide youth helmet ordinance, coordinating with legal counsel, public health officials, and community stakeholders to ensure clarity, enforceability, and public support.	6-12 months
Step 3:	Adopt and implement the ordinance, paired with public education campaigns and enforcement strategies, and monitor compliance and safety outcomes to guide future policy updates.	1-3 months

Notes for Implementation:	

Lead:	COB Police	**Support:**	COB City Council, PMO-Transportation

Cost	**Funding Opportunities**
$0–$100,000	COB operations or maintenance budget

Strategy ID: 24	**Action ID:** 24.1	**Safe System Category:** Safe Users

Strategy :	Continue and expand proactive enforcement of traffic laws to deter dangerous driving behaviors and reinforce safe roadway use. Focus enforcement efforts on high-risk locations and violations—such as speeding, failure to yield and distracted driving to reduce crash risk and improve compliance. Align enforcement with safety priorities and complement education (Strategy #21) and engineering strategies.
Action:	Continue to conduct proactive enforcement of traffic laws

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Roadways and Intersections on HRN

Steps for Implementation		**Duration to Complete**
Step 1:	Identify high-risk locations and prevalent traffic violations along the High-Risk Network (HRN) to prioritize enforcement efforts.	3-6 months
Step 2:	Coordinate with Buckeye Police Department and other relevant agencies to develop targeted enforcement plans aligned with safety priorities and education campaigns.	3-6 months
Step 3:	Conduct proactive enforcement at prioritized locations, monitor outcomes, and adjust enforcement strategies to maximize compliance and crash reduction.	1-3 months

Notes for Implementation:	Focus enforcement efforts on high-risk locations and violations—such as speeding, failure to yield and distracted driving to reduce crash risk and improve compliance. Align enforcement with safety priorities and complement education and engineering strategies.

Lead:	COB Police	**Support:**	PMO-Transportation

Cost	**Funding Opportunities**
$0–$100,000	AZ GOHS, HSIP

Strategy ID: 25	**Action ID:** 25.1	**Safe System Category:** Safe Speeds

Strategy :	Continue to refine yellow and all-red clearance intervals at all existing and new traffic signals to ensure drivers have adequate time to react and stop safely.
Action:	Continue to refine yellow and all-red clearance intervals at all existing and new traffic signals

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Signalized Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Conduct a systemwide review of all signalized intersections in Buckeye to assess existing yellow and all-red clearance intervals for consistency and compliance with current engineering standards.	3-6 months
Step 2:	Develop citywide signal timing policies and procedures to establish standardized methods for calculating and applying updated clearance intervals.	3-6 months
Step 3:	Implement revised yellow and all-red intervals across all intersections and monitor performance to ensure improved safety and intersection efficiency.	3-6 months

Notes for Implementation:	

Lead:	PMO-Transportation	**Support:**	COB Maintenance

Cost	**Funding Opportunities**
$0–$100,000	MAG Safety, MAG TSOP, HSIP

Strategy ID: 26	**Action ID:** 26.1	**Safe System Category:** Safe Speeds

Strategy :	Utilize context-appropriate vehicle speed limits at intersections through policy, operations, design, education, and enforcement. Policy efforts can include speed setting policies that incorporate roadway function as well as environment, land uses, user types, and overall context similar to complete streets. A complete street design encourages safe driving habits and reduces excessive speeds.
Action:	Develop speed limit setting guidance in accordance with Arizona state statutes

Timeframe to Initiate Action:	1-2 years
Category Context	ADOT Facilities
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Review existing speed limit policies and collect roadway context data including land use, roadway function, and user types to inform the development of a comprehensive speed management framework.	3-6 months
Step 2:	Develop speed limit setting guidance that aligns with Complete Streets and Safe System principles, ensuring consistency across roadway types and contexts.	3-6 months
Step 3:	Adopt and apply the new speed limit guidance to all roadways and monitor outcomes to evaluate effectiveness and support future policy refinements.	6-9 months

Notes for Implementation:	Speed limits on State facilities are subject to State statutes and federal guidelines.

Lead:	ADOT Regional Traffic	**Support:**	Consultants, Contractors

Cost	**Funding Opportunities**
$0–$100,000	ADOT operations or maintenance budget

Strategy ID: 27	**Action ID:** 27.1	**Safe System Category:** Safe Speeds

Strategy :	Reduce travel lane widths to encourage slower driving speed through a variance request upon appropriate engineering evaluation and justification.
Action:	Continue to allow vehicle lane widths under 12 ft. through a variance request

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Intersections and Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Continue evaluating roadway projects for reduced lane widths based on context and safety performance.	n/a
Step 2:	n/a	n/a
Step 3:	n/a	n/a

Notes for Implementation:	12' lane width standard is in COB EDS 6-3.202

Lead:	PMO-Transportation	**Support:**	Consultants, Contractors, COB DSD Engineering, and COB Maintenance

Cost	**Funding Opportunities**
$0–$100,000	Public Works Budget

Strategy ID: 28	**Action ID:** 28.1	**Safe System Category:** Safe Speeds

Strategy :	Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history). Use the 2025 FHWA Target Speed Policy and evaluation of vulnerable road user activity, conflict points, crash patterns, and operating speeds. The study will determine recommended target speeds and guide supporting design or operational changes. Findings will help refine procedures for future citywide application of context-based speed management.
Action:	Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history)

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Roadway Segments on HRN/above average KSI crash history and/or with high ped/bike volume, frequent driveways, on street parking.

Steps for Implementation		**Duration to Complete**
Step 1:	Identify four arterial or collector corridors with high potential safety risks based on HRN designation, crash history, pedestrian/bicycle volumes, driveway density, and on-street parking to test.	1-2 years
Step 2:	Collect and analyze data on operating speeds, conflict points, crash patterns, and vulnerable road user activity, using the 2025 FHWA Target Speed Policy as guidance.	1-2 years
Step 3:	Develop recommended target speeds and associated design or operational changes for the study corridors, and document lessons learned to refine citywide context-based speed management procedures.	1-2 years

Notes for Implementation:	Use the 2025 FHWA Speed Limit Setting Handbook

Lead:	PMO-Transportation	**Support:**	Consultants, Contractors, and COB Police

Cost	**Funding Opportunities**
$500,000–$1,000,000	COB operations or maintenance budget

Strategy ID: 28	**Action ID:** 28.2	**Safe System Category:** Safe Speeds

Strategy :	Conduct a study to test the target speed-setting process on four corridors with high potential safety risks (e.g., HRN, high pedestrian or bicycle volumes, frequent driveways, on-street parking, or above-average KSI crash history). Use the 2025 FHWA Target Speed Policy and evaluation of vulnerable road user activity, conflict points, crash patterns, and operating speeds. The study will determine recommended target speeds and guide supporting design or operational changes. Findings will help refine procedures for future citywide application of context-based speed management.
Action:	Reduce speed limits where test study indicates speed limits should be reduced

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Roadway Segments

Steps for Implementation		**Duration to Complete**
Step 1:	Identify arterial and collector roadway segments where existing speed limits exceed safe operating speeds or context-appropriate thresholds, prioritizing high-risk locations.	3-6 months
Step 2:	Update speed limit policies and guidelines to support reduced speeds based on roadway function, context, results of testing and safety performance.	1-1.5 years
Step 3:	Implement reduced speed limits at prioritized segments, coordinate enforcement and public outreach, and monitor traffic speeds and crash data to evaluate effectiveness and guide future expansions.	1-2 years

Notes for Implementation:	

Lead:	PMO-Transportation	**Support:**	COB DSD Engineering

Cost	**Funding Opportunities**
$100,000–$250,000	COB operations or maintenance budget

Strategy ID: 29	**Action ID:** 29.1	**Safe System Category:** Safe Speeds

Strategy :	Pilot different intersection turning radii designs at intersections and right turn slip lane designs (including raised crosswalks, additional striping and signing, stop-controlled slip lanes) to understand impact on vehicle speed, operation, and severe crashes.
Action:	Pilot turning radii designs at intersections and right turn slip lane designs

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	Arterial/Collector Intersections

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and prioritize major intersections for pilot program.	3-6 months
Step 2:	Develop plans for the improvements.	6-12 months
Step 3:	Install reduced radii at intersection and right turn slip lanes.	12-36 months

Notes for Implementation:	Run AutoTurn to make sure design vehicles can still safely access roadways.

Lead:	COB DSD Engineering	**Support:**	Consultants and Contractors

Cost	**Funding Opportunities**
$500,000–$1,000,000	COB CIP, MAG Safety, ADOT TA

Strategy ID: 30	**Action ID:** 30.1	**Safe System Category:** Post-Crash Care

Strategy :	Address high-severity crash locations on all roadways in Buckeye (including ADOT and MCDOT owned) by participating in an inter-agency task force to review crash data, identify contributing factors, and coordinate collaborative safety improvements. The task force should include representatives from state, regional, and local agencies and meet regularly to align priorities, share data, and implement effective countermeasures. Update coordination protocols and data-sharing agreements as needed to support sustained, multi-jurisdictional efforts.
Action:	Create inter-agency task force to review crash data and collaborate on work efforts as well as publish annual reports on efforts made and crash trends

Timeframe to Initiate Action:	1-2 years
Category Context	Developed, Undeveloped, ADOT Facilities
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and invite representatives from ADOT, MCDOT, MAG, and other relevant agencies to participate in an inter-agency task force focused on roadway safety and crash reduction.	3-6 months
Step 2:	Establish coordination protocols, meeting schedules, and data-sharing agreements to facilitate consistent review of crash data and collaborative decision-making.	3-6 months
Step 3:	Convene regular task force meetings to analyze crash trends, prioritize high-severity locations, and coordinate implementation of safety improvements across all roadway jurisdictions. Develop internal annual reports documenting efforts made and crash trends.	6-9 months

Notes for Implementation:	Identify inter-agency task force representatives and schedule meetings. Meetings with sub-groups of the task force may also be warranted.

Lead:	PMO-Transportation	**Support:**	ADOT Regional Traffic, MCDOT Engineering, COB Police, DPS, FIRE, EMS, COB Public Works

Cost	**Funding Opportunities**
$0–$100,000	AZ GOHS

Strategy ID: 31	**Action ID:** 31.1	**Safe System Category:** Post-Crash Care

Strategy :	Continue to monitor incident response time standards in accordance with FHWA's Traffic Incident Management (TIM) performance measures to improve roadway safety, minimize congestion and enhance interagency coordination. Define and track key TIM metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time. Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency. Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies.
Action:	Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency

Timeframe to Initiate Action:	1-2 years
Category Context	Developed
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and engage all relevant agencies, including law enforcement, fire, EMS, towing, and transportation partners to establish a collaborative Traffic Incident Management (TIM) working group.	3-6 months
Step 2:	Define key performance metrics, set shared incident response goals, and develop procedures for after-action reviews to evaluate and improve detection, response, and clearance efficiency.	3-6 months
Step 3:	Implement coordinated TIM strategies across all roadways, track performance data, and use insights to continuously refine processes and guide investment in incident detection and response technologies.	6-12 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	COB Police, COB Fire	**Support:**	COB Police, COB Fire, Tow Truck Companies

Cost	**Funding Opportunities**
$0–$100,000	AZ GOHS, MAG Safety

Strategy ID: 31	**Action ID:** 31.2	**Safe System Category:** Post-Crash Care

Strategy :	Continue to monitor incident response time standards in accordance with FHWA's Traffic Incident Management (TIM) performance measures to improve roadway safety, minimize congestion and enhance interagency coordination. Define and track key TIM metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time. Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency. Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies.
Action:	Define and track key traffic incident management (TIM) metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Identify and standardize key TIM metrics, including incident notification time, first responder arrival, roadway clearance time, and total incident clearance time across all participating agencies.	3-6 months
Step 2:	Develop data collection and reporting procedures to consistently track these metrics for all roadway incidents.	3-6 months
Step 3:	Monitor and analyze collected TIM data to evaluate performance, identify trends or bottlenecks, and inform strategies for improving incident response and roadway clearance efficiency.	12-24 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	COB Police	**Support:**	COB Fire, Tow Truck Companies

Cost	**Funding Opportunities**
$0–$100,000	AZ GOHS, MAG Safety

Strategy ID: 31	**Action ID:** 31.3	**Safe System Category:** Post-Crash Care

Strategy :	Continue to monitor incident response time standards in accordance with FHWA's Traffic Incident Management (TIM) performance measures to improve roadway safety, minimize congestion and enhance interagency coordination. Define and track key TIM metrics, including time of incident notification, arrival of first responder, roadway clearance time and incident clearance time. Collaborate with law enforcement, fire, emergency medical services, towing and transportation agencies to set shared performance goals, conduct after-action reviews and implement strategies that improve detection, response and clearance efficiency. Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies.
Action:	Use TIM performance data to support continuous improvement and inform investment in incident detection and response technologies

Timeframe to Initiate Action:	2-5 years
Category Context	Developed
Development Context Group for Application	All Roadways

Steps for Implementation		**Duration to Complete**
Step 1:	Aggregate and analyze TIM performance data from all roadway incidents to identify patterns, trends, and areas for improvement in detection, response, and clearance.	3-6 months
Step 2:	Develop strategies and recommendations for process improvements, resource allocation, and investment in incident detection and response technologies based on the data insights.	3-6 months
Step 3:	Implement data-driven improvements and technology investments, monitor performance impacts, and refine approaches to ensure continuous enhancement of incident management efficiency and roadway safety.	12-24 months

Notes for Implementation:	Coordinate closely with school districts, law enforcement and local agencies to identify safety concerns and prioritize improvements

Lead:	COB Police	**Support:**	COB Fire, Tow Truck Companies

Cost	**Funding Opportunities**
$0–$100,000	AZ GOHS, MAG Safety

APPENDIX H:

TOOLBOX: SAFETY COUNTERMEASURES & BENEFITS

Safety Countermeasure Toolbox Introduction

How to Use This Toolbox

This Toolbox provides a catalog of safety countermeasures that support implementation of the Buckeye Transportation Safety Plan (TSP). Each countermeasure is presented as a flexible, context-sensitive treatment that can be applied across a variety of roadway environments, project types, and jurisdictional conditions.

Relationship to Strategies and Actions

Each countermeasure is linked to one or more Strategy and Action IDs from the TSP. In many cases, a single treatment supports multiple actions because safety improvements often address more than one risk factor. For example, a raised crosswalk in a downtown or civic area, such as near a library or community center, can reduce vehicle speeds, improve pedestrian visibility, and increase driver yielding at crossings.

As a result, some Toolbox entries include multiple Action IDs. This reflects the integrated nature of the Safe System approach, where individual design elements contribute to multiple safety outcomes rather than functioning as one-to-one solutions.

Application Across Contexts

The Toolbox is organized to support implementation across different roadway environments, including developed areas, undeveloped areas (City of Buckeye and Maricopa County), and ADOT facilities. In some cases, applications extend beyond traditional roadway classifications. For example, entries such as “Elementary and Middle Schools” reflect targeted safety treatments in specific contexts where unique user needs—such as children and school-related travel—require specialized consideration.

Using the Toolbox in Practice

The Toolbox is intended to serve as a practical starting point for project development and design. Rather than requiring users to navigate the full Transportation Safety Plan, this appendix allows designers, engineers, and decision-makers to quickly identify applicable countermeasures based on project context and safety needs.

Each countermeasure includes:

- A description of the treatment
- Typical conditions where it is most effective
- Supporting evidence, including FHWA Crash Modification Factors (CMFs) where available
- Associated Strategy and Action IDs to ensure consistency with the TSP

When a countermeasure is linked to multiple actions, it should be understood as supporting multiple safety goals. Users are encouraged to consider how a single treatment may address several identified risks and contribute to broader system-wide safety improvements.

A Building-Block Approach to Safety

The Toolbox is intended to function as a set of building blocks for safer infrastructure. Individual countermeasures can be applied independently or combined to develop comprehensive project solutions tailored to specific locations. By using these treatments together, practitioners can implement complementary strategies that support the Safe System approach and the City's goals.

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Toolbox: Safety Countermeasures & Benefits

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SAFE ROADS

i. Intersections

ii. Segments

iii. Vulnerable Road Users

SAFE SPEEDS

POST CRASH CARE

SAFE ROADS – INTERSECTIONS

Countermeasures	Page #	ID
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• Sign and pavement marking improvements	H-13	2.2
• Restricted Crossing U-turns (RCUTs)	H-14	3.1, 4.1
• Left-In, Left-Outs (LILOs)	H-15	3.1
• Traffic signals	H-16	3.2
• Large Roundabouts (Diameter > 100 feet)	H-17	3.3, 4.1
• Small Roundabouts (Diameter < 100 feet)	H-18	3.4, 14.1
• Diverging Diamond Interchanges	H-19	4.1
• Implement protected-only left-turn phasing	H-20	5.1
• Remove negative left-turn offset	H-21	5.2
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SAFE ROADS – SEGMENTS

Countermeasures	Page #	ID
• Install speed feedback signs	H-25	7.1
• Implement high-friction surface treatments on rural curves or approaches to mid-block crossings	H-26	9.1
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• Apply enhanced curve delineation	H-28	10.1
• Widen longitudinal edge lines	H-29	10.2
• Widen shoulders	H-30	11.1
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• Install intersection lighting	H-32	12.1
• Install roadway lighting	H-33	12.1
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• Install turn lanes and two-way left-turn lanes (TWLTL)	H-35	13.1
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SAFE ROADS – VULNERABLE ROAD USERS

Countermeasures	Page #	ID
• Install horizontal deflection: medians and pedestrian refuges	H-38	14.1
• Install pedestrian signals	H-39	16.1
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• Circular/Rectangular Rapid Flashing Beacon (CRFB/RRFB)	H-41	16.1
• Install pedestrian bridges	H-42	16.2
• Install pedestrian underpasses	H-43	16.2
• Install dual lighting on the corners of intersections	H-44	17.1
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• Implement leading pedestrian intervals (LPIs)	H-47	17.4
• Upgrade bikeways using national design guidelines	H-48	18.1
• 15 MPH school zone packages (signs, school crosswalk)	H-49	19
• Reduced speed by time-of-day school zone package (signs, flashing beacons, speed feedback signs)	H-50	19

SAFE SPEEDS

Countermeasures	Page #	ID
• Refine yellow and all-red clearance intervals	H-52	25.1
• Test context-appropriate speed limits	H-53	26.1, 28.1, 28.2
• Reduce travel lane widths	H-54	27.1
• Pilot reduced turning radii designs	H-55	29.1
• Pilot different right-turn slip lane enhancements	H-56	29.1

POST CRASH CARE

Countermeasures	Page #	ID
• Track incident response per FHWA Traffic Incident Management (TIM) standards	H-58	31

Description of Toolbox Elements

Name of action

Description of action

Additional factors to consider when deciding on the action

Description of when and where to apply the action

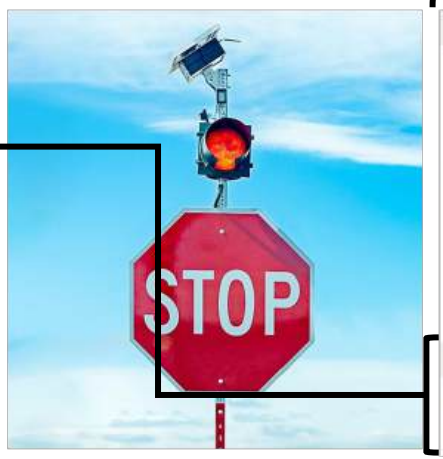
Crash types affected by the action

Context-based applications for the action

Estimated cost of action
$ = $10,000 to $100,000
$$ = $100,000 to $500,000
$$$ = $500,000 to $2,000,000
$$$$ = greater than $2,000,000

Details on the benefits of the action, typically including Crash Modification factors (CMFs) from the FHWA CMF Clearinghouse

INSTALL RED FLASHING BEACONS AT STOP SIGNS



Description

A flashing beacon that is placed on top of a STOP (R1-1) sign. The Stop Beacon consists of one or more signal sections of a standard traffic signal face with a flashing circular red signal indication.

The industry standard for installation and use of Stop Beacons is defined in the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition 2023, Sections 2A.11 (Enhanced Conspicuity for Standard Signs) and 4S.05 (Stop Beacon).

Other Considerations

Number of beacons, power source, may be actuated to flash red when approaching vehicles are detected through detectors, such as loops

When/Where to Use

Red flashing stop beacons should be considered at intersections where additional emphasis is needed to improve driver awareness and compliance with stop control. They are appropriate at locations with a crash history or observed vehicle conflicts caused by non-compliance or lack of awareness of existing traffic control. Red flashing beacons may also be considered where the intersection or traffic control devices have limited visibility due to geometric constraints, lack of lighting, or topography.

Associated Crash Types

Angle Crashes, Rear-End Crashes

Effectiveness

Red flashing beacons at stop signs are associated with a 10% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=447

Application

ADOT Facilities, Developed Areas, Undeveloped Areas

Cost

$

SAFE ROADS

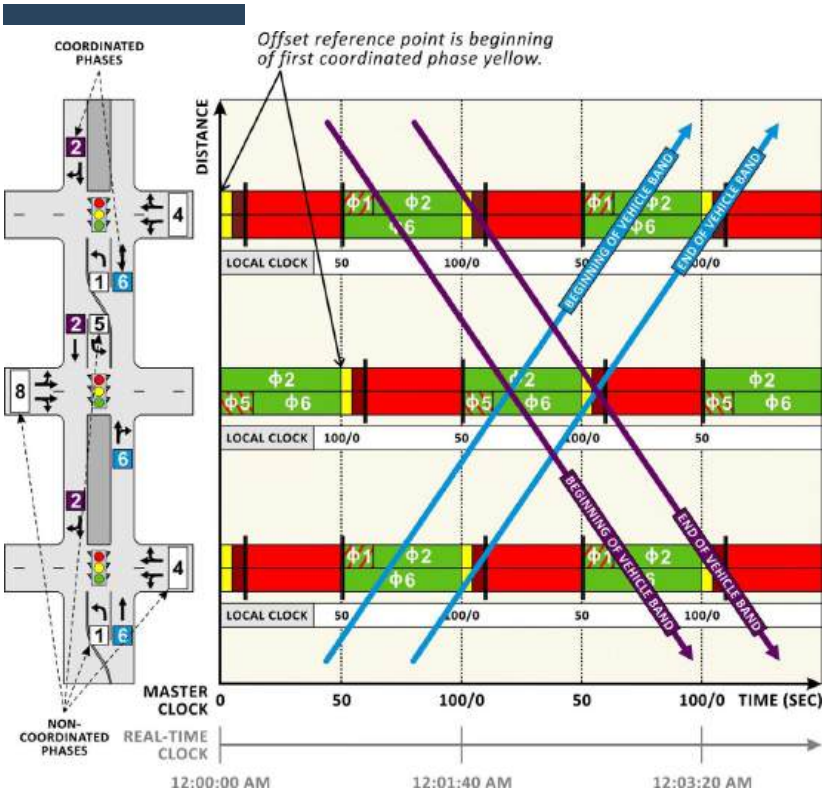
i. Intersections

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

BUCKEYE ARIZONA

OPERATE SIGNAL TIMING TO PREVENT EXCESSIVE SPEEDING OPPORTUNITIES



Description

Adjust signal timing and coordination to manage progression speeds and minimize long green bands that encourage excessive speeding. Timing plans should reflect target speeds, land-use context, multimodal needs, and time-of-day conditions. Supports Safe System principles.

Other Considerations

Coordination with adjacent signals, Cycle lengths, pedestrian timing, left-turn phasing consistency

When/Where to Use

- Corridors with speeding between signals, especially on long arterials.
- Locations where updated timing can create consistent progression speeds that maximize throughput.
- Areas adopting target-speed-based timing rather than vehicle-capacity-driven timing.
- Corridors equipped with ATSPMs to continuously monitor operations.

Associated Crash Types

Severe Crashes, Rear-End Crashes, Speed-Related Crashes

Effectiveness

Improving signal timing by synchronizing signals at or below the target speed can ensure safe vehicular travel speeds are maintained.

Source(s):
https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/signalization-principles/

Application

Developed Areas

Cost

$$

INSTALL RED FLASHING BEACONS AT STOP SIGNS

Description

A flashing beacon that is placed on top of a STOP (R1-1) sign. The Stop Beacon consists of one or more signal sections of a standard traffic signal face with a flashing circular red signal indication.

The industry standard for installation and use of Stop Beacons is defined in the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition 2023, Sections 2A.11 (Enhanced Conspicuity for Standard Signs) and 4S.05 (Stop Beacon).

Other Considerations

Number of beacons, power source, may be actuated to flash red when approaching vehicles are detected through detectors, such as loops

When/Where to Use

Red flashing stop beacons should be considered at intersections where additional emphasis is needed to improve driver awareness and compliance with stop control. They are appropriate at locations with a crash history or observed vehicle conflicts caused by non-compliance or lack of awareness of existing traffic control. Red flashing beacons may also be considered where the intersection or traffic control devices have limited visibility due to geometric constraints, lack of lighting, or topography.

Associated Crash Types

Angle Crashes, Rear-End Crashes

Effectiveness

Red flashing beacons at stop signs are associated with a 10% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=447

Application

ADOT Facilities, Developed Areas, Undeveloped Areas

Cost

$

SIGN AND MARKING IMPROVEMENTS

Description

Install several low-cost countermeasures to improve roadway visibility and driver awareness, such as enlarging signs, adding duplicate signs, applying reflective panels to sign posts, and adding pavement word markings. The industry standard for sign conspicuity, sign design, posts and mounting, and pavement markings is defined in the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition 2023, Sections 2A.11 (Enhanced Conspicuity for Standard Signs), 2B.03 (Size of Regulatory Signs), 2C.03 (Size of Warning Signs and Plaques), 2A.18 (Posts and Mountings), 3B.20 (Word, Symbol, and Arrow Pavement Markings).

Other Considerations

Sign visibility and placement, consistency with MUTCD standards, driver comprehension

When/Where to Use

Sign and/or pavement marking improvements should be implemented at:

- Intersections with a history of crashes or driver confusion.
- Roadways with poor sign visibility due to vegetation, lack of lighting, obstructions, or curves.
- School zones and areas with high pedestrian/bicyclist activity.
- Transitions zones from high speeds to lower speeds.

In rural areas, approaches to STOP controlled intersections can be further enhanced with transverse rumble strips.

Associated Crash Types

Rear-End Crashes, Angle Crashes, Pedestrian Crashes, Bicyclist Crashes

Effectiveness

Systematic application of multiple low-cost countermeasures, such as sign and pavement marking improvements, is associated with:

- A 15% reduction in nighttime crashes.
- A 27% reduction in fatal and injury crashes at rural intersections.
- A 19% reduction in fatal and injury crashes at 2-lane by 2-lane intersections.

Source(s): https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop

Application

ADOT Facilities, Developed Areas, Undeveloped Areas

Cost

$

INSTALL RESTRICTED CROSSING U-TURNS (RCUTs)

Description

Restricted Crossing U-Turns (RCUTs) improve safety and operations on multilane divided highways by eliminating direct side-street through and left-turn movements at intersections. Minor-road traffic makes a right turn followed by a downstream U-turn at a median opening. This configuration simplifies decision-making and reduces conflict points. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the AASHTO Green Book (2022) for alternative intersection forms.

Other Considerations

Median width, design-vehicle accommodation, driveway access, spacing for U-turns, pedestrian crossings

When/Where to Use

RCUTs should be installed at:

- High-speed, multilane divided roadways where full-movement stop control results in severe right-angle or left-turn conflicts.
- Corridors where signals are not desirable or spacing does not support effective coordination.
- Minor-road and commercial driveway approaches with lower volumes, where simplifying movements improves safety and driver expectancy.

Associated Crash Types

Angle, Left-Turn, Head-On Crashes

Effectiveness

Restricted Crossing U-Turns (RCUTs) have been shown to reduce fatal and injury crashes by 54% when converted from a two-way stop-controlled intersection, 22% when converted from a signalized intersection, and 63% when converted from an unsignalized intersection.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5556
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9985
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4884

Application

ADOT Facilities, Developed Areas

Cost

$$$$

INSTALL LEFT-IN LEFT-OUTS (LILOs)

Description

Implement Left-In / Left-Out (LILO) median designs to manage access at unsignalized intersections and driveways on divided roadways. A LILO provides full left-turn access on one minor-leg (left in and left out) and right-in/right-out (RIRO) access on the opposite minor leg, using a directional median opening with center median deceleration and acceleration lanes. This treatment simplifies the most complex movements, reduces conflict points compared to full access.

Other Considerations

Median width and storage, U-turn opportunities, spacing to adjacent openings, driveway / property access, clear sight lines

When/Where to Use

LILO median designs should be implemented at:

- Divided arterials where full-movement unsignalized intersections create high-risk left-turn and angle conflicts.
- Minor road / driveway pairs where providing full access to both legs would result in excessive conflict points, but full access is still desired on one leg (e.g., primary access to a development, frontage or collector road).
- Corridors with a planned system of median openings, where LILO treatments complement RCUTs, MUTs, and RIRO driveways to organize access and prioritize through traffic flow.

Associated Crash Types

Left-Turn, Angle Crashes

Effectiveness

LILO treatments are associated with a 10% - 25% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11063
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11068

Application

Developed Areas

Cost

$$

INSTALL TRAFFIC SIGNALS

Description

Install and evaluate traffic signals at intersections with high volumes or crash history to improve safety and operations. Traffic signals assign clear right-of-way, manage high volumes, and improve predictability for all road users. This countermeasure is supported by MUTCD 2023 Part 4 and AASHTO Green Book 2022.

Other Considerations

Signal warrants, power source, spacing, ROW, intersection design, pedestrian crossing distances, left turn phasing, signal timing, funding

When installing or upgrading a signal, maintain a compact intersection footprint and avoid unnecessary lanes that lengthen crossings or degrade timing efficiency

When/Where to Use

Traffic signals should be installed at:

- Locations that meet MUTCD 2023 signal warrants, recognizing that meeting warrants does not by itself justify installation. Engineering judgment and prioritization of installation must be applied. Alternative intersection forms should still be evaluated using an Intersection Control Evaluation (ICE) decision tool.
- Corridors where coordinated signals (typically at one mile and half mile spacing) support efficient progression and systemwide operations.
- Locations with latent pedestrian demand, where a traffic signal can facilitate safer crossings of wide, high-speed roadways connecting trails, schools, public facilities, or other activity centers. (An alternative to a traffic signal for this application is a Pedestrian Hybrid Beacon aka HAWK)

Associated Crash Types

Failure to Yield Crashes, Angle Crashes, Left-Turn Crashes, Pedestrian Crashes

Effectiveness

The installation of new traffic signals is associated with a 67% reduction in angle crashes and a 44% reduction in overall crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=325
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=320

Application

Developed Areas, Undeveloped Areas

Cost

$$$

INSTALL LARGE ROUNDABOUT (DIAMETER > 100 FEET)

Description

Install single-lane or 2×1 roundabouts at intersections to simplify vehicle movements, reduce conflict points, and lower vehicle speeds, resulting in fewer and less severe crashes. Roundabouts eliminate traditional left-turn conflicts and significantly reduce the potential for angle and head-on crashes. This FHWA proven safety countermeasure is supported by the FHWA Roundabouts Guide, the AASHTO Green Book (2022), and design considerations within MUTCD 2023 for channelization, signing, and pavement markings.

Other Considerations

ROW, traffic volumes, approach alignment, pedestrian crossings, heavy vehicle accommodation.

When/Where to Use

Roundabouts should be installed at:

- Rural intersections where replacing two-way or all-way stop control with a roundabout can reduce angle crashes, improve visibility, and manage higher-speed approaches.
- Intersections of collector roads or lower-volume rural minor arterials where a compact single-lane or 2×1 roundabout provides safe and efficient control without requiring large, multilane designs.
- Locations where speed management is desired, as roundabouts reduce approach speeds and provide safer conditions compared to traditional stop-controlled or signalized intersections.
- Locations identified through ICE (Intersection Control Evaluation) as performing better than traffic signals or stop control for safety, delay, or access spacing.

Associated Crash Types

Angle, Left-Turn, Fatal, Serious Injury Crashes

Effectiveness

Roundabouts are associated with a 72% reduction in fatal crashes and a 44% reduction in injury crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=510

Application

ADOT Facilities, Developed Areas, Undeveloped Areas

Cost

$$$$

INSTALL HORIZONTAL DEFLECTION: SMALL ROUNDABOUTS (DIAMETER < 100 FEET)

Description

Install small single-lane roundabouts (inscribed diameter < 100 feet) to introduce horizontal deflection that naturally slows vehicle speeds and reduces the likelihood and severity of crashes. Compact roundabouts simplify movements, reduce conflict points, and create a self-enforcing slow-speed environment supportive of pedestrian and bicyclist safety. Roundabouts are a FHWA Proven Safety Countermeasure.

Other Considerations

traffic volumes/operations, truck aprons, aesthetics (art or landscaping)

When/Where to Use

Small roundabouts should be installed at:

- Local and collector intersections with speeding, cut-through traffic, or safety issues.
- School areas, parks, neighborhoods, and trail crossings where lower speeds benefit vulnerable users.
- Locations with lower to moderate volumes, where a compact footprint can replace or prevent the need for ALL-WAY STOP control or a traffic signal.

Associated Crash Types

Angle, Left-Turn Crashes, pedestrian and bicyclist injury crashes

Effectiveness

Single-lane roundabouts are associated with a 25% - 59% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9285
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9294

Application

Developed Areas

Cost

$$

INSTALL DIVERGING DIAMOND INTERCHANGES

Description

Convert a conventional diamond interchange to a Diverging Diamond Interchange (DDI) to improve safety and operations at freeway/arterial junctions. In a DDI, arterial traffic crosses over to the left side of the roadway between the ramps, allowing direct left turns onto freeway ramps without opposing traffic and simplifying signal phasing. DDIs reduce the number and severity of conflict points, shorten signal cycles, and improve progression along the arterial. More information about this countermeasure can be found in NCHRP 959: Diverging Diamond Interchange Information Guide and NCHRP 948: Guide for Pedestrian and Bicyclist Safety at Alternative Interchanges.

Other Considerations

Bridge width and geometry, access spacing on the arterial, pedestrian and bicycle accommodation, signal/signing/marking complexity, driver comprehension, frontage road system

When/Where to Use

DDIs should be considered at:

- Freeway–arterial interchanges with heavy left-turn movements to and from ramps, where conventional diamonds experience congestion, long queues, or complicated signal phasing.
- Locations with a history of angle or left-turn crashes at interchange ramps, especially where high speeds or complex driver expectations contribute to conflicts.
- Constrained interchange sites where widening the structure is difficult or costly; DDIs can often improve capacity and safety largely through reconfiguration of the existing bridge and approaches.

Associated Crash Types

Angle, Left-Turn, Rear-End Crashes

Effectiveness

Diverging diamond interchanges are associated with a 14% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10761

Application

ADOT Facilities

Cost

$$$$

IMPLEMENT PROTECTED-ONLY LEFT-TURN PHASING

Description

Implement a protected-only left-turn signal phase to eliminate conflicts between left-turning vehicles and opposing through traffic. Protected-only phasing provides left-turn movements with an exclusive interval where opposing and adjacent movements are stopped, reducing the potential for angle crashes and improving safety for pedestrians and bicyclists crossing concurrently. This countermeasure is supported by the FHWA Signalized Intersections: Informational Guide (2023), FHWA Signal Timing Manual (2015), and MUTCD 2023 Part 4.

Other Considerations

Queue length, mast arm length, dual left lanes, signal cycle length

When/Where to Use

Protected-only left-turn phasing should be implemented at:

- Intersections with high opposing volumes or speeds where permissive left turns are high risk
- Intersections with significant pedestrian or bicycle activity, where eliminating permissive left-turn movements reduces conflict with vulnerable users
- Signalized intersections with a pattern of left-turn versus opposing through crashes or limited sight distance that affects safe gap acceptance

Associated Crash Types

Left-Turn, Angle Crashes, Left-Turn vehicles with pedestrians/bicyclists in the crosswalk

Effectiveness

Protected-only left turn phasing is associated with a 99% reduction in angle crashes at intersections.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=339

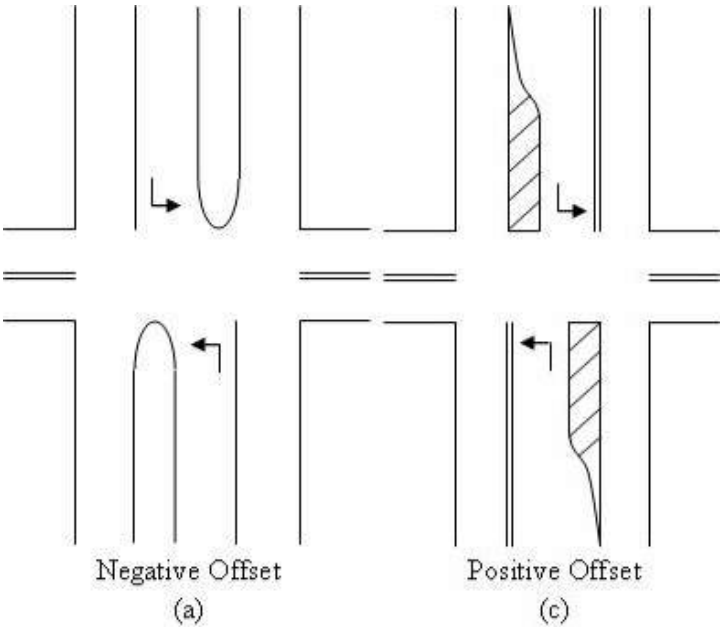
Application

Developed Areas, Undeveloped Areas

Cost

$$

REMOVE NEGATIVE LEFT-TURN OFFSETS



Description

Alter the geometry or striping of left-turn lanes so that drivers have clear sight lines past opposing left-turning vehicles to view oncoming through traffic. Offsets should be designed to provide zero or positive alignment between opposing left-turn lanes, enabling adequate visibility for judging gaps in opposing traffic.

This countermeasure is referenced in FHWA's Signalized Intersections: Informational Guide (Second Edition, 2023), NCHRP Report 783 – Evaluation of Geometric Design Practices for the Safety of Left-Turn Offsets, and the AASHTO Green Book (2022).

Other Considerations

Left-turn phasing, median width and alignment, intersection width, right-of-way

When/Where to Use

Left-turn lane alignment should always be zero or positive at:

- Signalized intersections with permissive or protected-permissive left-turn phases, where drivers must judge gaps in opposing traffic.
- Stop-controlled intersections, particularly those with two-way stop control, where left-turning drivers must yield to opposing through traffic on the major street.

Negative offsets are not a concern at signalized intersections with fully protected left-turn phases, where opposing traffic does not operate concurrently.

Associated Crash Types

Left-turn Crashes, Angle Crashes, Head-On Crashes, Sideswipe Crashes

Effectiveness

Removing the negative left-turn offsets for opposing left-turn vehicles is associated with a 38% reduction in left-turn crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6097

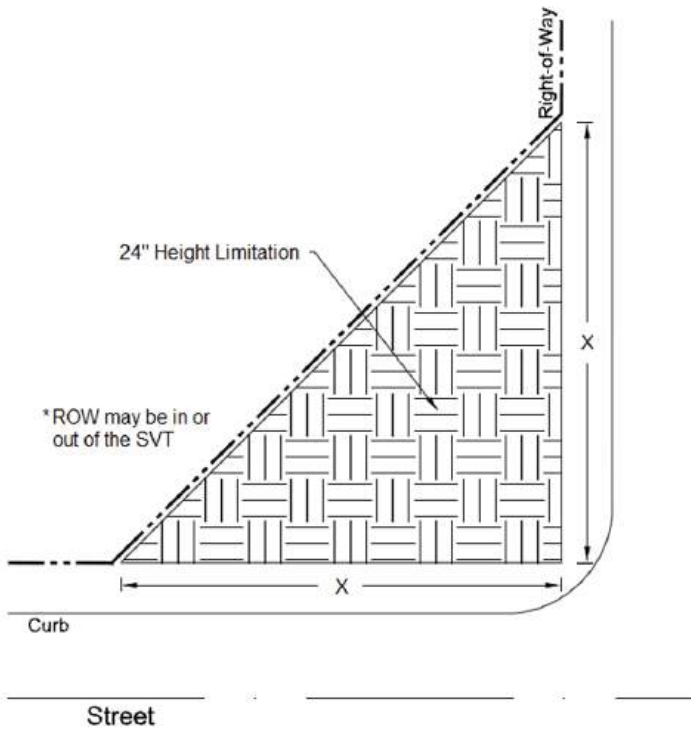
Application

Developed Areas, Undeveloped Areas

Cost

$$$

REMOVE OR RELOCATE VISUAL OBSTRUCTIONS



Description

Modify intersection elements or surrounding areas to eliminate sight obstructions that limit visibility for drivers making right or left turns. Ensure that sight triangles are free of physical or visual barriers such as vegetation, signs, fences, parked vehicles, or offset turn lanes. Adjust stop bar locations, remove or trim vegetation, and correct offset turn lanes as necessary to provide unobstructed sight distance for approaching and turning vehicles. Sight distance triangle improvements enhance visibility and improve safety for all users, including pedestrians and bicyclists.

Other Considerations

Obstructions on private property, minor road stop line placement

When/Where to Use

Implement at intersections where sight distance is limited due to fixed or movable objects within the sight triangle, such as landscaping, utility structures, or parked vehicles. This countermeasure is especially important at:

- Stop-controlled intersections where limited sight distance affects gap acceptance.
- Intersections with right- or left-turn movements obstructed by vegetation, roadside features, or adjacent land uses.

Associated Crash Types

Vehicle-Pedestrian, Right-Turn, Angle Crashes

Effectiveness

Removing or relocating visual obstructions in sight visibility triangles for turning vehicles is associated with a 48% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=307

Application

Developed Areas, Undeveloped Areas

Cost

$-$$

INSTALL DEDICATED LEFT- AND RIGHT-TURN LANES

Description

Install dedicated left- and right-turn lanes at intersections and along undivided roadways, including the installation of Two-Way Left-Turn Lanes (TWLTLs), to separate turning vehicles from through traffic and improve the safety and efficiency of high-speed or high-volume corridors. Turn lanes provide defined space for deceleration and storage and reduce disruptions in the flow of traffic. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the AASHTO Green Book (2022) and MUTCD 2023 Part 3.

Other Considerations

Right-of-way (ROW), access spacing, storage length, pedestrian crossings, bicycle facility design

When/Where to Use

Dedicated turn lanes and TWLTLs should be installed at:

- All turning movements on arterial and major arterial roadways.
- Signalized and STOP-controlled intersections where turning queues regularly block the through lane.
- Rural two-lane high-speed roadways where slowing vehicles create major speed differentials that increase rear-end and run-off-road crash risk.
- High-volume urban or suburban arterials with frequent driveways or heavy turning activity that degrade corridor operations when turns occur from the through lane.
- 2, 3, or 4 lane undivided roadways where a TWLTL can consolidate left-turn movements into a single, predictable location and reduce congestion caused by midblock turning vehicles.

Associated Crash Types

Rear-End, Left-Turn, Right-Turn, Run-Off-Road Crashes

Effectiveness

Dedicated left-turn lanes are associated with a 28% - 48% reduction in total crashes. Dedicated right-turn lanes are associated with a 14% - 26% reduction in total crashes.

Source(s): https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections

Application

Developed Areas, Undeveloped Areas

Cost

$$

SAFE ROADS

ii. Segments

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

BUCKEYE ARIZONA

INSTALL SPEED FEEDBACK SIGNS

Description

Install radar-based speed feedback signs to display a driver's actual speed and encourage voluntary compliance with posted limits. These devices are most effective in areas where drivers do not travel the same route repeatedly, where visibility is high, and where approaching speeds need to be moderated. Supported by FHWA Speed Management guidance.

Other Considerations

Power source, placement, sign visibility, data analysis, complementary enforcement

When/Where to Use

Speed feedback signs should be installed at:

- Corridors with recurring speeding, especially on arterials and collectors.
- Transition zones entering lower-speed areas (e.g., entering town centers or school zones).
- Approaches to curves, trail crossings, or high-activity areas where unexpected speeds pose risk.
- Locations where consistent police enforcement is limited.
- As part of time-of-day school zone packages to reinforce reduced speeds.

Associated Crash Types

Speed-Related Crashes

Effectiveness

Speed feedback signs are associated with a 5% reduction in all crashes. They are more effective when paired with periodic police enforcement.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6885

Application

Undeveloped Areas

Cost

$

INSTALL HIGH FRICTION SURFACE TREATMENTS TO RURAL CURVES OR APPROACHES TO MID-BLOCK CROSSINGS

Description

Apply and evaluate high friction surface treatments (HFST) (epoxy and aggregate combination) to increase the surface friction of the roadway at rural curves or approaches to midblock crossings. HFST provides improved traction during braking and steering, especially in wet conditions. Supported by FHWA Proven Safety Countermeasures.

Other Considerations

Surface condition, pavement life cycle, maintenance

When/Where to Use

- Rural horizontal curves with lane departure or run-off-road crash patterns.
- Approaches to midblock pedestrian or trail crossings where vehicles are not routinely required to stop and may need to brake unexpectedly from free-flow speeds.

Associated Crash Types

Motorcycle Involved, Rear-End, Pedestrian, Run-off-road, Speed-Related Crashes

Effectiveness

64% reduction in injury crashes at ramps.
49% reduction in injury crashes at horizontal curves.
20% reduction in all crashes at intersections.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10342
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10333
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2259

Application

ADOT Facilities, Undeveloped Areas

Cost

$

INSTALL RUMBLE STRIPS

Description

Install centerline and shoulder rumble strips to provide an immediate auditory, tactile, and vibratory warning when a vehicle drifts out of its travel lane. Rumble strips are highly effective at reducing lane departure crashes by alerting drivers who are distracted, drowsy, fatigued, or otherwise inattentive. The alert enables drivers to quickly correct their path before leaving the roadway or entering oncoming traffic. This countermeasure is supported by FHWA Proven Safety Countermeasures, the AASHTO Roadside Design Guide, and MUTCD 2023 guidance on longitudinal markings and driver guidance.

Other Considerations

bicycle accommodation, maintenance, pavement thickness, resurfacing schedules, shoulder width

When/Where to Use

Centerline and shoulder rumble strips should be installed at:

- Rural high-speed roads with lane departure crash patterns.
- Segments with long distances between intersections where driver fatigue or distraction is more common.
- Roadways with limited ambient lighting or challenging nighttime visibility.
- Shoulders wide enough to accommodate rumble strips without reducing usable area for bicyclists.
- T-intersections with a history of stop-controlled approach violations and run-through crashes involving opposing roadside features.

Associated Crash Types

Centerline rumble strips specifically reduce head-on and opposite-direction sideswipe crashes, while shoulder rumble strips reduce run-off-road crashes.

Effectiveness

Rumble strips are associated with a 16% - 20% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6895
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6850

Application

Developed Areas, Undeveloped Areas

Cost

$

APPLY ENHANCED CURVE DELINEATION

Description

Apply and evaluate enhanced curve delineation treatments, such as chevrons, post-mounted delineators, retroreflective striping, and raised pavement markers (RPMs) to improve driver awareness and guidance through horizontal curves. These treatments improve driver guidance through curves and reduce lane departures. Verify visibility from approaching traffic and ensure proper placement and alignment with roadway geometry. This is an FHWA Proven Safety Countermeasure and supported by the MUTCD 2023 Part 2.

Other Considerations

Sign spacing, retroreflectivity, sight distance, vegetation management.

When/Where to Use

- Curves with run-off-road, fixed-object, or overturn crashes.
- Roadways with limited lighting or challenging geometrics (compound curves, limited sight distance).
- Locations where speed differentials between straight and curved segments lead to driver misjudgment.

Associated Crash Types

Fixed Object Crashes, Run-Off-Road Crashes, Head-On Crashes, Side-Swipe Crashes

Application

Undeveloped Areas

Cost

$

Effectiveness

Enhanced curve delineation is associated with an 18% - 28% reduction in non-intersection crashes.
Raised pavement markers (RPMs) are associated with a 13% - 19% reduction in crashes.
Chevron signs, oversized signs, sequential dynamic chevrons, in-lane curve warning pavement markings, and fluorescent curve signs have all shown to reduce crash frequency.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10612
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10613
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5498
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5496
https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves

WIDEN LONGITUDINAL LINES

Description

Improve lane recognition by widening edge lines and/or centerlines (e.g., from 4 inches to 6 inches) to guide drivers along roadway segments, particularly at night and in low-visibility conditions. Wider pavement markings reduce lane departures. Additionally, new guidance from the MUTCD recommends wider pavement markings to support automated vehicle integration. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the MUTCD 2023. On narrow roadways, double raised pavement markers may be installed along edge lines to enhance roadway edge delineation and provide a tactile warning to drivers.

Other Considerations

Retroreflectivity, maintenance

When/Where to Use

- Rural curves, rural two-lane roads, and nighttime crash locations where drivers have difficulty maintaining lane position.
- Corridors with limited street lighting.
- Locations with narrow lanes or minimal shoulders.

Associated Crash Types

Run-off-the-Road, Sideswipe Crashes

Application

Undeveloped Areas

Cost

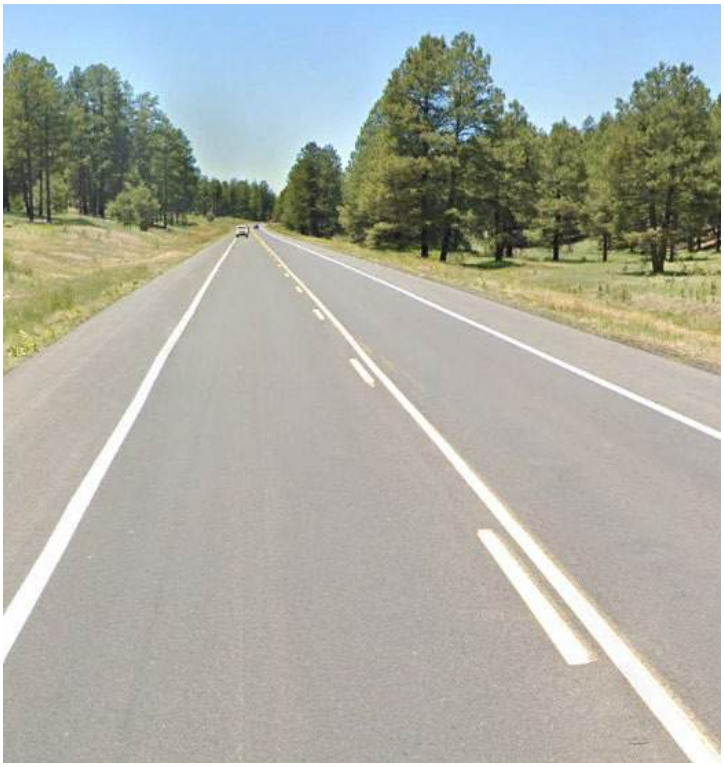
$

Effectiveness

Wider edge lines are associated with a 37% reduction in non-intersection fatal and injury crashes on rural two-lane roads, and a 22% reduction in fatal and injury crashes on rural freeways.
Raised pavement markers (RPMs) are associated with a 13% - 19% reduction in crashes.

Source(s):
https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5498
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5496

WIDEN SHOULDERS



Description

Widen roadway shoulders along roadway segments to ensure adequate space for pedestrians, bicyclists, and stalled vehicles. Wider roadway shoulders provide recovery space for errant vehicles and reduce run-off-road crashes. Wider shoulders support multimodal travel in areas without sidewalks or bike lanes and help reduce crash severity by giving drivers more room to react.

Other Considerations

Roadside slopes, drainage, edge drop-offs, rumble strips, multimodal use, right-of-way (ROW)

When/Where to Use

Wider shoulders should be installed at:

- Two-lane rural and suburban roadways with run-off-road or fixed-object crash patterns.
- Segments within Maricopa County islands, where gaps in sidewalk and bikeway networks require pedestrians and bicyclists to use the shoulder.
- Roadways with limited recovery areas, roadside hazards, narrow pavement, or deteriorated edges.
- Corridors used by bicyclists, school routes, farm equipment, or pedestrians traveling between subdivisions, trails, schools, and local destinations where pedestrian activity may be intermittent or where continuous sidewalks are not present.
- Horizontal curves or rolling terrain where lane departures are more common.

Associated Crash Types

Run-off-road, Fixed-object, Bicyclist Crashes

Application

Undeveloped Areas

Cost

$$$

Effectiveness

Widening the shoulders along roadways can help reduce crash frequency by providing more space between vehicles and roadside objects, barriers, and vulnerable road users.

Source(s):
https://www.fhwa.dot.gov/publications/research/safety/09031/index.cfm

INSTALL PROTECTION AROUND FIXED OBJECTS AND/OR SIGNAGE/OBJECT MARKERS

Description

Install roadside protection to reduce the severity of lane departure crashes and improve driver awareness of roadside hazards. Barriers such as guardrail or curb are used when a fixed object (e.g., drainage structure, culvert headwall, utility pole) cannot be removed or relocated; these treatments shield the hazard and prevent direct vehicle impacts. Object markers, by contrast, are high-visibility MUTCD-compliant reflective panels that alert drivers to the presence and exact location of a fixed object, improving nighttime and low-visibility recognition without requiring a physical barrier. These countermeasures are supported by the AASHTO Roadside Design Guide and the MUTCD 2023 Part 3.

Other Considerations

Visibility to vehicles

When/Where to Use

Protection and object markers should be installed at:

- Roadside hazards such as culvert ends, drainage structures, utility poles, and rigid objects close to the travel lane.
- Curved segments or narrow shoulders where drivers may leave the roadway or misjudge alignment.
- Locations where objects cannot be removed, relocated, or made breakaway.
- Segments with nighttime or low-visibility lane departure concerns, where object markers improve guidance.

Associated Crash Types

Fixed Object, Run-Off-Road Crashes

Effectiveness

Protection around fixed objects and object markers will increase driver visibility of roadside hazards.

Source(s):
https://mutcd.fhwa.dot.gov/htm/2003/part3/part3c.htm

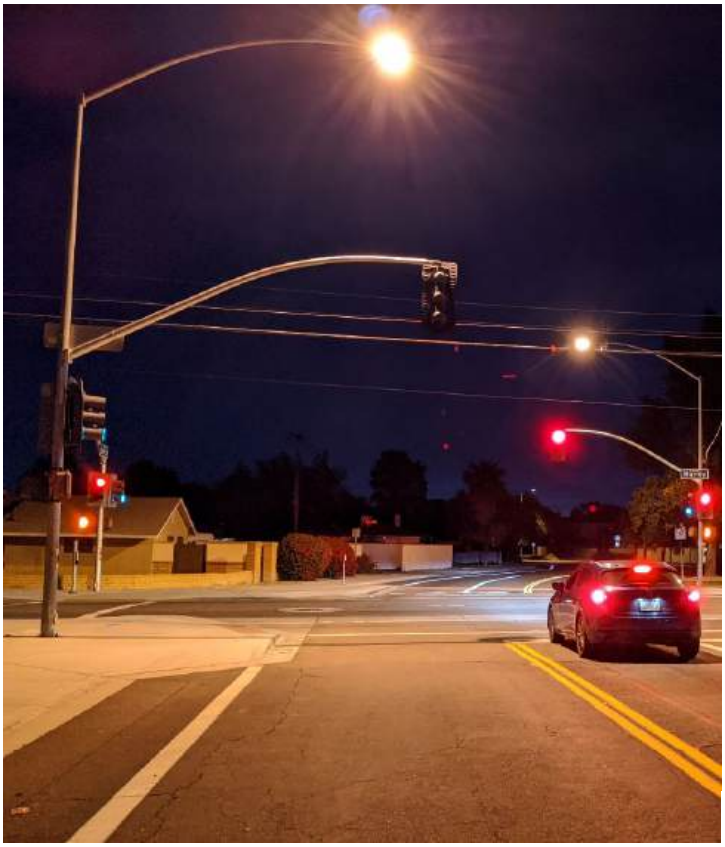
Application

Undeveloped Areas

Cost

$-$$

INSTALL INTERSECTION LIGHTING



Description

Evaluate lighting conditions at intersection crosswalks and intersection approaches to ensure illumination standards are met, positive crosswalk lighting is provided, and pedestrian-level lighting is provided where appropriate. Intersection lighting enhances a driver's ability to detect other vehicles, roadway geometry, and non-motorized users under low-light conditions. Actions to mitigate lighting deficiencies include the installation of new light posts and the enhancement/replacement of existing luminaires. Lighting standard updates should be implemented while acknowledging dark sky preservation initiatives. All street lighting designs should follow the photometric requirements set in the COB EDS 7-1.102. This countermeasure is supported by FHWA research demonstrating safety benefits of targeted intersection and crosswalk lighting.

Other Considerations

Power source, photometric uniformity, dark sky areas, maintenance, pedestrian scale lighting

When/Where to Use

Intersection lighting should be installed at:

- Limited-access and high-speed state highway facilities, particularly at ramps, merge points, and intersections where roadway geometry or decision points require enhanced nighttime visibility.
- Rural roadways and low-density areas, especially at intersections where long distances between light sources reduce driver ability to recognize turning vehicles, cross traffic, and roadway features.
- Areas with high pedestrian activity, signalized intersections, midblock crosswalks, transit stops, trail crossings, and other locations where non-motorized users are present during early morning or evening hours. Use positive lighting at crosswalks to illuminate pedestrians from the driver's approach direction.
- Locations with a documented history of nighttime crashes or observed nighttime safety concerns.

Associated Crash Types

Nighttime/Dawn/Dusk Single Vehicle (run-off-road, fixed-object), Angle, Pedestrian and Bicyclist Crashes

Effectiveness

Improved intersection lighting is associated with a 53% reduction in nighttime crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8320

Application

Developed Areas

Cost

$$

INSTALL ROADWAY LIGHTING

Description

Install continuous or targeted corridor lighting to improve nighttime visibility and reduce the frequency and severity of nighttime crashes. Roadway lighting improves driver detection of curves, intersections, pedestrians, bicyclists, animals, and roadside hazards.

Other Considerations

Power source, lighting uniformity, dark-sky compliance, maintenance, landscaping

When/Where to Use

- Roadway segments with nighttime crash patterns or inadequate ambient lighting.
- Rural or suburban arterials where high speeds and low visibility increase crash risk.
- Corridors with vulnerable road user activity such as trail crossings or transit stops.
- Segments with complex geometry, such as curves or undivided highways.

Associated Crash Types

Nighttime Crashes

Effectiveness

Roadway lighting is associated with a 37% reduction in all crashes

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7774

Application

Developed Areas

Cost

$$$

CORRIDOR ACCESS MANAGEMENT

Description

Improve corridor safety and traffic flow by implementing access management strategies that reduce conflict points and simplify driver decision-making along arterial and high-risk network (HRN) segments. Key practices include managing access spacing, consolidating or removing driveways, limiting driveway turning movements (e.g., right-in/right-out only, 3/4 access), and aligning access points with intersection geometry. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and is supported by the AASHTO Green Book (2022) and FHWA's Signalized Intersections: Informational Guide (2023).

Other Considerations

Property access/coordination, redirected traffic patterns, median feasibility

When/Where to Use

Access management strategies should be applied on:

- Arterial corridors with closely spaced driveways or intersections that create excessive conflict points and crash patterns.
- Roadway segments near intersections (within 500 feet) where unrestricted or poorly placed access points interfere with intersection operations.

Access restrictions are most effective when combined with land use and zoning policies that manage driveway spacing and consolidate access over time.

Associated Crash Types

Angle Crashes, Left-Turn, Rear-End Crashes

Effectiveness

Management of driveway accesses is associated with a 25% - 31% reduction in fatal and injury crashes along urban/suburban arterials.

Source(s):
https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=179

Application

Developed Areas

Cost

$$

INSTALL LEFT- AND RIGHT-TURN LANES AND TWLTL

Description

Install dedicated left- and right-turn lanes at intersections and along undivided roadways, including the installation of Two-Way Left-Turn Lanes (TWLTLs), to separate turning vehicles from through traffic and improve the safety and efficiency of high-speed or high-volume corridors. Turn lanes provide defined space for deceleration and storage and reduce disruptions in the flow of traffic. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the AASHTO Green Book (2022) and MUTCD 2023 Part 3.

Other Considerations

Right-of-way (ROW), access spacing, storage length, pedestrian crossings, bicycle facility design

When/Where to Use

Dedicated turn lanes and TWLTLs should be installed at:

- Signalized and STOP controlled intersections where turning queues regularly block the through lane.
- Rural two-lane high-speed roadways where slowing vehicles create major speed differentials that increase rear-end and run-off-road crash risk.
- High-volume urban or suburban arterials with frequent driveways or heavy turning activity that degrade corridor operations when turns occur from the through lane.
- 2, 3, or 4 lane undivided roadways where a TWLTL can consolidate left-turn movements into a single, predictable location and reduce congestion caused by midblock turning vehicles.

Associated Crash Types

Rear-End, Left-Turn, Right-Turn, Run-Off-Road Crashes

Effectiveness

Two-way left-turn lanes are associated with a 8% - 20% reduction in crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1285
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1292

Application

Developed Areas, Undeveloped Areas

Cost

$$

INSTALL RAISED MEDIANS

Description

Install raised medians along roadway segments to separate opposing traffic, improve access management, and enhance pedestrian safety at designated crossings. Raised medians provide refuge areas that support staged pedestrian crossings at intersections or approved crossing locations, reducing pedestrian exposure to traffic and shortening crossing distances. This treatment reduces head-on and sideswipe crashes, supports predictable turning movements, improves driver guidance, and is identified by FHWA as a Proven Safety Countermeasure.

Other Considerations

Median width, driveway access, drainage, U-turn space, emergency access

When/Where to Use

- Segments with high volumes and high speeds (high risk)
- Segments with a history of head-on, sideswipe, or turning crashes.
- Arterial and collector roads where access management (e.g., RIRO, LILO, RCUT) will benefit safety and operations.
- Corridors with frequent midblock conflict points, such as closely spaced driveways.
- Locations where pedestrian crossings may benefit from refuge islands.

Associated Crash Types

Head-On, Left-Turn, Sideswipe Opposite, Angle, Pedestrian Crashes

Effectiveness

Raised medians are associated with a 71% reduction in all crashes and 46% reduction in pedestrian crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2219
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=175

Application

Developed Areas

Cost

$$$

SAFE ROADS

iii. Vulnerable Road Users

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

BUCKEYE ARIZONA

INSTALL HORIZONTAL DEFLECTION: MEDIANS AND PEDESTRIAN REFUGE

Description

Install raised medians and pedestrian refuge islands to introduce horizontal deflection, narrow the perceived roadway width, and create self-enforcing lower vehicle speeds. Medians visually and physically restrict the roadway cross section, reducing speeding and improving driver attentiveness. Refuge islands provide pedestrians and bicyclists with a protected mid-crossing waiting area at marked crossings, allowing them to cross one direction of traffic at a time and significantly improving safety at marked crosswalks. Verify that medians are visible to approaching traffic and pedestrian refuge areas meet ADA / PROWAG standards.

Other Considerations

ADA / PROWAG compliance, median width, access spacing, streetscape opportunities

When/Where to Use

Medians and refuge islands are broadly suitable on most roads and should be incorporated into new construction. Installation should be prioritized where:

- The roadway has multiple lanes with higher operating speeds.
- Pedestrians or bicyclists need safer, staged crossings of two or more lanes.
- Lower speeds are desired but enforcement alone is insufficient.

Associated Crash Types

Speed-Related Crashes, Pedestrian Crashes

Effectiveness

Medians with marked crosswalks are associated with a 46% reduction in pedestrian crashes. Pedestrian refuge islands are associated with a 56% reduction in pedestrian crashes.

Source(s):
https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas

Application

Developed Areas

Cost

$$

INSTALL PEDESTRIAN SIGNAL

Description

Install a full pedestrian signal at midblock locations to provide a controlled crossing for pedestrians and bicyclists. Unlike PHBs, pedestrian signals operate like standard traffic signals with a steady green, yellow, and red sequence. Pedestrian signals improve crossing opportunities and safety in areas with sustained pedestrian demand and complex crossing conditions.

Other Considerations

Crosswalk placement, curb extensions, ADA/PROWAG ramps, lighting, advanced stop lines, pedestrian detection

When/Where to Use

Pedestrian signals should be installed at:

- Midblock locations meeting MUTCD pedestrian signal warrants or where safe crossing opportunities are otherwise insufficient.
- Areas with continuous pedestrian volumes such as school routes, university districts, or commercial corridors.
- Crossings where coordination with nearby traffic signals benefits corridor operations.

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Pedestrian signals have a slightly lower motorist compliance rate (95%) than a Pedestrian Hybrid Beacon (97%).

Source(s):
https://nacto.org/wp-content/uploads/NCHRP-562-Improving-Pedestrian-Safety-at-Unsignalized-Crossings.pdf

Application

Developed Areas

Cost

$$

INSTALL PEDESTRIAN HYBRID BEACON (PHB)

Description

Install a Pedestrian Hybrid Beacon (PHB) at midblock or uncontrolled multilane locations to improve pedestrian and bicyclist safety by providing a highly visible, stop-controlled crossing. PHBs display a dark signal until activated, then use a sequence of flashing and steady red indications to require vehicles to stop. PHBs significantly increase driver yielding compliance and are supported as an FHWA Proven Safety Countermeasure, and by the MUTCD 2023 Part 4.

Other Considerations

Crosswalk placement, curb extensions, ADA/PROWAG ramps, lighting, advance stop or yield lines, sight distance / no parking, pedestrian detection, pedestrian refuge island

When/Where to Use

PHBs should be installed at:

- Midblock or uncontrolled crossings on multilane roadways where speeds or volumes make it difficult for pedestrians or bicyclists to find safe gaps.
- Locations with high pedestrian demand near transit stops, schools, trails, or community destinations. Midblock locations too far from the nearest signalized crossing to reasonably expect pedestrians to detour.
- Locations that meet MUTCD 2023 PHB warrants, including pedestrian volume criteria. *When evaluating warrants, MUTCD allows children, elderly adults, or people with disabilities to be counted as more than one pedestrian because of their slower walking speeds.*

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Pedestrian hybrid beacons (PHBs) are associated with a 43% reduction in pedestrian crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10591

Application

Developed Areas

Cost

$$

INSTALL CIRCULAR/RECTANGULAR RAPID FLASHING BEACONS

Description

Install circular/rectangular rapid flashing beacons (CRFBs/RRFBs) at midblock or uncontrolled crossings to improve driver yielding behavior through high-intensity, pedestrian-activated flashing beacons. RRFBs increase conspicuity of the crossing and draw driver attention to pedestrians waiting to cross.

Other Considerations

Crosswalk design, curb extensions, signage, positive lighting, visibility, pushbutton placement

When/Where to Use

RRFBs should be installed at:

- Locations with low-to-moderate speeds where enhanced driver awareness is needed.
- Two-lane or lower-volume multilane roads where a full signal or PHB is not warranted.
- Crossings of local roads near schools, parks, trails, or transit stops.
- Areas where pedestrians prefer to cross at midblock locations due to trip patterns or land use (e.g. Downtown).
- Locations identified through the AZ Safe Transportation for Every Pedestrian (STEP) Guide

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Rapid flashing beacons are associated with a 69% reduction in pedestrian crashes.

Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11158

Application

Developed Areas

Cost

$

INSTALL PEDESTRIAN BRIDGE

Description

Construct a pedestrian bridge to provide a grade-separated crossing over a roadway, eliminating direct interaction between pedestrians/bicyclists and vehicle traffic. Pedestrian bridges provide crossings where no other pedestrian facility is available and connect off-road trails and paths across major barriers.

Other Considerations

ADA grades, lighting, ROW, structural cost, aesthetic integration, connections to trail networks, pedestrians will not use if a more direct route is available

When/Where to Use

Pedestrian bridges should be installed at:

- Wide arterials, highways, or freeways where at-grade crossings are not feasible or safe.
- Locations with significant pedestrian generators such as schools, transit hubs, trail networks, and large event venues.
- Sites where grade separation supports regional connectivity or closes a critical gap in a pedestrian or bicycle network.
- Areas where repeated pedestrian crashes indicate that at-grade enhancements are insufficient.

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Pedestrian bridges separate pedestrians from vehicle traffic, eliminating crossing conflicts.

Source(s):
http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=10

Application

Developed Areas

Cost

$$$$

INSTALL UNDERPASS

Description

Construct a pedestrian underpass to provide a fully grade-separated crossing beneath a roadway. Pedestrian underpasses provide complete separation of pedestrians from motor vehicle traffic, provide crossings where no other pedestrian facility is available, and connect off-road trails and paths across major barriers.

Other Considerations

ADA grades, lighting, drainage, personal security, maintenance, minimum widths, connections to trail networks, pedestrians will not use if a more direct route is available

When/Where to Use

Pedestrian underpasses should be installed at:

- Roadways with very high speeds or volumes where at-grade crossings cannot be safely accommodated.
- Locations with regional trails, shared-use paths, or high non-motorized demand (e.g. safe routes to school) where continuous travel is critical.
- Areas where topography (e.g., wash, canal, natural slope) allows economical grade separation.
- Corridors with severe or persistent pedestrian safety issues that cannot be mitigated with at-grade solutions.

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Underpasses separate pedestrians from vehicle traffic, eliminating crossing conflicts.

Source(s):
http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=10

Application

Developed Areas

Cost

$$$$

INSTALL DUAL LIGHTING ON THE CORNERS OF INTERSECTIONS

Description

Install dual lighting at each corner of wide intersections and positive overhead lighting that illuminates pedestrians from the driver's approach direction (not from behind the pedestrian) at crossings to ensure illumination standards are met. Enhanced illumination increases driver detection distance, improves recognition of pedestrian movements, and reduces nighttime crash risk. Lighting standard updates should be implemented while acknowledging dark sky preservation initiatives. All street lighting designs should follow the photometric requirements set in the COB EDS 7-1.102.

Other Considerations

Lighting uniformity on crosswalk, roadway width, pedestrian crossing distance, median lighting, dark-sky compliance, color temperature lighting to indicate a crossing

When/Where to Use

Pedestrian-focused lighting should be incorporated into city standards for new construction and installed at:

- Wide, multilane signalized intersections where pedestrians face long crossing distances and drivers need earlier visual cues.
- Corridors with high pedestrian generators, such as commercial centers, campuses, civic facilities, and transit routes.
- Locations with a documented history of nighttime crashes or observed nighttime safety concerns.

Associated Crash Types

Nighttime Crashes, Pedestrian Crashes at Signalized Intersections

Effectiveness

Dual lighting on the corners of intersections are associated with a 21% reduction in all crashes, and an 12% reduction in nighttime crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10993
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4462

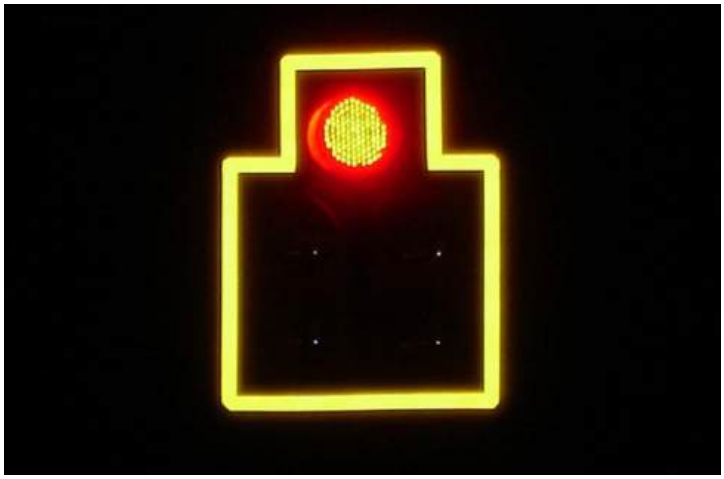
Application

Developed Areas

Cost

$$

ENHANCE SIGN, SIGNAL, AND PAVEMENT MARKING VISIBILITY (REFLECTIVE BACKPLATES)



Description

Improve pedestrian and bicyclist safety at signalized intersections and midblock crossings by enhancing the visibility of traffic control devices. Retroreflective backplates increase signal conspicuity under nighttime, low-light, and sun-glare conditions, supporting safer yielding behavior for drivers approaching crosswalks. Additionally, new guidance from the MUTCD recommends signal backplates to support automated vehicle integration. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the MUTCD 2023.

Other Considerations

Maintenance of reflective materials, consistency across corridors, mast arm style

When/Where to Use

Visibility enhancements should be incorporated into city standards for new construction and installed at:

- Wide arterial intersections with multiple lanes, where improved conspicuity helps drivers identify signal indications earlier.
- Midblock pedestrian crossings that rely on overhead beacons or signals.
- Locations with nighttime crash history, sun glare, or complex visual environments that reduce driver detection of signals and markings.

Associated Crash Types

Night-Time Crashes, Red-light Running

Effectiveness

Reflective backplates are associated with a 15% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1410

Application

Developed Areas

Cost

$

INSTALL MID-BLOCK PEDESTRIAN CROSSING LIGHTING

Description

Install midblock pedestrian crossing lighting to improve nighttime visibility and increase driver detection of pedestrians and bicyclists. Midblock lighting enhances the luminance and contrast of the crosswalk area, making non-motorized users visible earlier and reducing the risk of nighttime crashes. Effective midblock lighting uses positive illumination, placing luminaires upstream of the crossing to illuminate pedestrians from the driver's viewpoint.

Other Considerations

Power source, lighting uniformity, dark-sky compliance, color temperature lighting to indicate a crossing

When/Where to Use

Midblock crossing lighting should be installed at:

- Midblock pedestrian or bicycle crossings, especially on multilane or higher-speed corridors.
- Crossings near schools, transit stops, trails, parks, or activity centers where nighttime or early-morning pedestrian demand exists..
- Locations with limited ambient or street lighting, including rural suburban arterials where nighttime visibility is reduced.
- Crossings with PHBs, RRFBs, pedestrian signals, or marked crosswalks that require enhanced visibility at night.

Associated Crash Types

Pedestrian and Bicyclist Crashes

Effectiveness

Illumination is associated with a 32% reduction in injury crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=578

Application

Developed Areas

Cost

$$

IMPLEMENT LEADING PEDESTRIAN INTERVALS (LPIs)

Description

Provide Leading Pedestrian Intervals (LPIs) at signalized intersections to give pedestrians a 3–7 second head start before parallel vehicle movements receive a green indication. LPIs increase pedestrian visibility, reduce turning-vehicle conflicts, and support safer crossings. LPIs are recognized by FHWA as a Proven Safety Countermeasure and are supported in MUTCD 2023 (Part 4) as a key multimodal signal timing strategy.

Other Considerations

Cycle length impacts, turning-movement volumes, multiple threat scenario with dual right turn lanes, right turn on red restriction

When/Where to Use

LPIs should be implemented at:

- Intersections with heavy pedestrian activity including commercial areas, schools, and transit corridors.
- Locations with recurring turning vehicle conflicts particularly right turns on green or left turns on green where turning drivers may fail to notice pedestrians entering the crosswalk.
- Wide arterial intersections where pedestrians need improved visibility and priority.

LPIs provide reduced benefit at intersections with free flow or yield controlled channelized right turn lanes such as Buckeye's intersection designs where pedestrians cross the slip lane separately before the signalized intersection. In these cases, an LPI enhances safety only for the main intersection crossing. Pairing LPIs with geometric treatments such as raised crosswalks can further improve yielding.

Associated Crash Types

Pedestrian Crashes, Bicycle Crashes

Effectiveness

Leading pedestrian intervals (LPIs) are associated with a 19% reduction in pedestrian crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9903

Application

Developed Areas

Cost

$

UPGRADE BIKEWAYS USING NATIONAL DESIGN GUIDELINES

Description

Upgrade existing or planned bikeways by applying national design guidance to provide buffered, separated, or protected bicycle facilities that increase comfort and reduce crash risk for bicyclists. Enhanced bikeway designs reduce exposure to vehicle traffic, improve sight distances, and provide consistent, predictable operating space for cyclists of all ages and abilities. This approach is supported by NACTO Urban Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, and FHWA Bikeway Selection Guide.

Other Considerations

Drainage, maintenance (street sweeping), intersection treatments, driveway volumes, sight distance, bus stop integration

When/Where to Use

Upgraded bikeways should be implemented at:

- Arterials, collectors, and major corridors with moderate to high traffic volumes or higher posted speeds where standard bike lanes offer insufficient separation.
- Corridors serving schools, parks, transit hubs, commercial districts, or regional trails where family-friendly or all-ages bicycling is desired
- Streets included in long-range bicycle network plans, multimodal plans, or safe routes to school plans.

Facilities may include buffered bike lanes, curb-separated lanes, raised cycle tracks, parking-protected bike lanes, or shared-use sidepaths depending on context.

Associated Crash Types

Bicycle Crashes

Effectiveness

Conversion of a traditional bike lane to a separated bike lane with flexible posts is associated with a 50% vehicle/bicycle crash reduction.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11294

Application

Developed Areas

Cost

$$$

INSTALL 15 MPH SCHOOL ZONE PACKAGE (SIGNS, SCHOOL CROSSWALK)

Description

Implement a 15 mph school zone package that includes school warning signs, pavement markings, and marked crosswalks to establish slow-speed conditions during arrival and dismissal at elementary schools. These zones prioritize child safety by reducing vehicle speeds to survivable levels for young pedestrians, who have limited judgment and unpredictable behavior. This treatment follows the 2006 ADOT Traffic Safety for School Areas Guidelines.

Other Considerations

Visibility of signs and markings, crossing guard operations, curb management, school coordination, school staff training, school funding, proper documentation per AZ/MAG guidelines

When/Where to Use

15 mph school zone treatments should be installed at:

- Elementary schools where children frequently walk or bike to campus.
- School frontage roads where crossing activity occurs directly adjacent to the school.
- Locations where a consistently slower operating speed is needed and enforcement alone cannot ensure safe behavior.

Associated Crash Types

Child pedestrian crashes, school-area conflicts, speeding near school crosswalks.

Application

Elementary and middle schools

Cost

$

Effectiveness

Arizona has been a leader in providing a system for safe school crossings. The system was first established in 1950 through adoption of Arizona Revised Statutes (ARS) 28-797. This state law provides a uniform application of 15 mph school zone traffic control that can only be used for elementary and middle schools (kindergarten through eighth grades) in Arizona at authorized school crossings meeting certain minimum criteria.

REDUCED SPEED BY TIME-OF-DAY SCHOOL ZONE PACKAGE (SIGNS, FLASHING BEACONS, SPEED FEEDBACK SIGNS)

Description

Install time-of-day school zone treatments that include flashing beacons, school warning signs, and speed feedback signs to reduce speeds during active periods, defined as times when students are arriving at or departing from school or are present along school frontages. These zones align reduced speeds with predictable arrival and dismissal times and help moderate speeds on higher-volume and higher-speed roadways.

Other Considerations

Beacon timing schedules, early release and special event adjustments, power source, data analysis

When/Where to Use

Time of day school zone treatments should be installed at:

- Schools that generate significant pedestrian, bicycle, or vehicle activity near dismissal and arrival times.
- Arterials and collectors where posted speeds are higher outside school hours.
- Locations where flashing beacons or feedback signs can improve driver awareness and compliance during active school periods.
- Lights should operate only during periods when students are arriving at or departing from school. Continuous operation throughout the entire school day reduces their effectiveness.

Associated Crash Types

Speed-related school area crashes, pedestrian and bicyclist injury crashes, conflicts involving turning vehicles at school entrances.

Application

Middle schools and high schools

Cost

$

Effectiveness

A 2024 study by the City of Peoria resulted in:

- Speeds decreased by an average of 10 miles per hour when schools were in session and signs were active.
- 23% of vehicles travelled at or below the speed limit before and after the VSL, however, the share of vehicles going 50 mph or above decreased from 25% to 5%.

SAFE SPEEDS

TRANSPORTATION SAFETY PLAN
Safer Streets Buckeye

BUCKEYE
ARIZONA

REFINE YELLOW AND ALL-RED CLEARANCE INTERVALS

Description

Evaluate and update the yellow change interval and all-red intervals, which is the length of time that the yellow signal indication is displayed following a green signal indication, and the length of time all traffic signals are displayed red during the cycle length. Properly timed intervals provide drivers with adequate time to either stop safely or complete movements through the intersection. This countermeasure is recognized by FHWA as a Proven Safety Countermeasure and supported by the FHWA Signal Timing Manual (2nd Ed.) and the MUTCD 2023 Part 4.

Other Considerations

Posted vs. operating speeds, intersection geometry, grades, Automated Traffic Signal Performance Measures (ATSPMs) support continuous monitoring and allow timing adjustments based on actual driver behavior and violation trends.

When/Where to Use

Yellow change and red clearance intervals should be refined at:

- Signalized intersections with patterns of red-light running, right-angle crashes, or rear-end crashes related to insufficient or excessive yellow duration.
- Locations where operating speeds, grades, or approach geometry differ from values used in the original timing, or where speed limits, lane configurations, or coordination plans have recently changed.

Associated Crash Types

Red-Light Running (angle), Rear-end crashes

Effectiveness

Appropriately timed intervals are associated with a 36% - 50% reduction in red light running,

Source(s): https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals

Application

Developed Areas

Cost

$

TEST CONTEXT-APPROPRIATE SPEED LIMITS

Description

Test speed limits that reflect the context of the roadway—its adjacent land use, roadway function, multimodal activity, and desired safety outcomes. Target speeds prioritize human survivability and are set to match the speed the roadway is designed to support. FHWA Proven Safety Countermeasure.

Other Considerations

Cross-section width, multimodal demand, roadside activity levels, enforcement limitations, land use, transition zones

When/Where to Use

Context-appropriate speed limits should be implemented when:

- Current speed limits and/or operating speeds do not align with land use, roadside activity, or multimodal needs.
- A corridor has high pedestrian or bicyclist exposure, such as near schools, parks, transit stops, and commercial or mixed-use areas.
- New development shifts a roadway from rural to suburban or urban function and requires a context re-evaluation.

Use speed limits as part of a holistic corridor strategy paired with design that self-enforces the target speed.

Associated Crash Types

Severe Crashes, Speed-Related Crashes

Application

Developed Areas

Cost

$

Effectiveness

A widely used safety model, known as the Power Model, found that lowering the average speed on a road by just 10% can reduce overall injury crashes by about 19%, cut serious and fatal crashes by 27%, and lower fatal crashes by 34% (OECD/ITF Speed and Crash Risk, 2018).

Source(s):
https://www.itf-oecd.org/speed-crash-risk

REDUCE TRAVEL LANE WIDTHS TO LESS THAN 12 FEET

Description

Reduce travel lane widths to less than 12 feet to support safer operating speeds, improve driver attentiveness, and create a more context-appropriate roadway cross section. Narrower lanes reduce speeding, shorten pedestrian crossing distances, and create space for multimodal elements such as bike lanes, buffered shoulders, medians, or landscape zones. Narrower lanes helps avoid overbuilt streets and results in roadway designs that are safer and more efficient to construct and maintain. Narrower lanes also provide long-term cost benefits through reduced pavement area, lower resurfacing and reconstruction costs, smaller stormwater footprints, and reduced heat island effects.

Other Considerations

Multimodal integration, agricultural context

When/Where to Use

Lane width reductions should be incorporated in design standards for new roads and implemented on:

- Urban and suburban arterials and collectors where lower operating speeds improve safety for all users.
- Residential and mixed-use streets where narrower lanes support traffic calming and multimodal activity.
- Overbuilt roadways where future pavement maintenance and restriping can incorporate narrower lane widths. Narrow lanes can often be implemented quickly during repaving or restriping projects, making them a cost-effective speed management tool.

Associated Crash Types

Speed-Related Crashes: lane departure, run red, pedestrian and bicyclist injury, rear end

Effectiveness

Reduced travel lane widths are associated with a 24% - 42% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7825
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7827

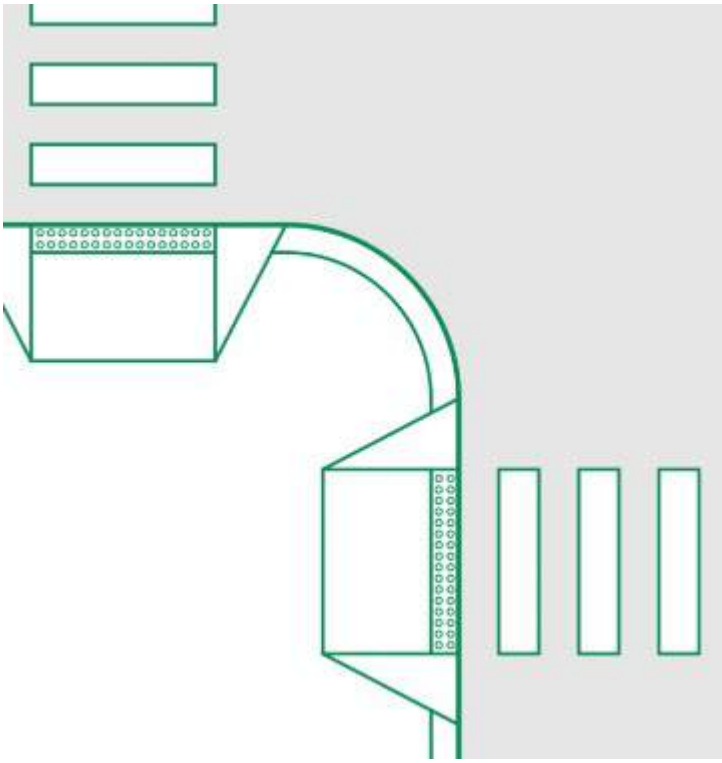
Application

Developed Areas

Cost

$$$

PILOT REDUCED TURNING RADII DESIGNS



Description

Pilot reduced curb radii at intersections to slow turning vehicles and improve pedestrian crossing safety. Tighter radii decrease turning speeds and shorten crossing distances. Designs should be context-sensitive and appropriate for downtown or mixed-use areas.

Other Considerations

Drainage, emergency access, truck turning templates, ADA ramp alignment, traffic signal design

When/Where to Use

- Downtown and civic center environments where pedestrian activity is high.
- Intersections with high-speed right turns or poor yielding behavior.
- Areas undergoing redevelopment where corners can be rebuilt or retrofitted.
- Locations where emergency and large vehicle turning paths can be accommodated via mountable aprons if needed.

Associated Crash Types

Pedestrian Crashes, Failure to Yield Crashes, Speed-Related Crashes

Application

Developed Areas

Cost

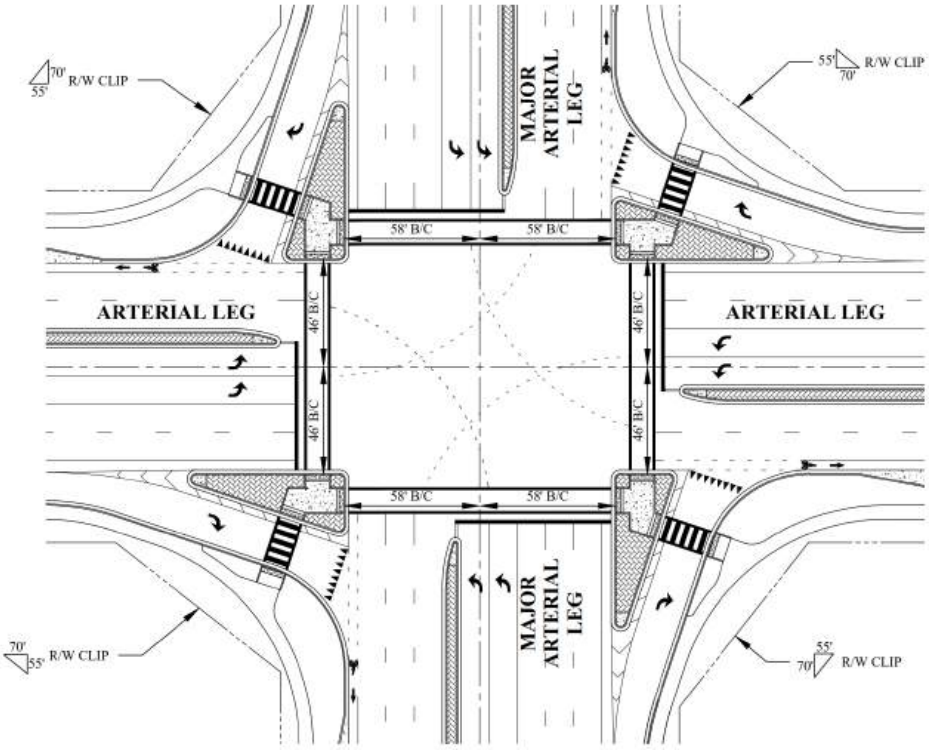
$

Effectiveness

The CMF indicates that larger turning radii are associated with an increase in pedestrian crashes by 18% - 59% (from a 10-foot radius to a 20 or 70-foot radius). This suggests larger turning radii negatively affect safety by enabling higher turning speeds.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11215
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11220

PILOT DIFFERENT RIGHT-TURN SLIP LANE ENHANCEMENTS



Description

Pilot enhancements to existing right-turn slip lanes to slow turning speeds, improve yielding, and increase visibility for pedestrians and bicyclists. Treatments include tighter radii and raised crosswalks in the channelization. Buckeye already incorporates good narrow-angle slip lane geometry, so pilots should focus on refinements, not widening or increasing turning speeds.

Other Considerations

Drainage, intersection geometry, additional right-of-way (ROW)

When/Where to Use

Right-turn slip lane enhancements should be incorporated into new construction and implemented at intersections with high pedestrian activity, crash history, or where the current slip lane geometry encourages high-speed turns.

Associated Crash Types

Pedestrian Crashes

Effectiveness

Right-turn slip lane enhancements are associated with a 44% reduction in all crashes.

Source(s):
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8496

Application

Developed Areas

Cost

$$$$

POST CRASH CARE

TRANSPORTATION SAFETY PLAN

Safer Streets Buckeye

BUCKEYE ARIZONA

TRACK INCIDENT RESPONSE PER FHWA TRAFFIC INCIDENT MANAGEMENT (TIM) STANDARDS

Description

Continue to monitor incident response time standards in accordance with FHWA's Traffic Incident Management (TIM) performance measures to improve roadway safety, minimize congestion, and enhance interagency coordination. Define and track key TIM metrics, including time of incident notification, arrival of first responder, roadway clearance time, and incident clearance time. Collaborate with law enforcement, fire, EMS, towing, and transportation agencies to set shared performance goals, conduct after-action reviews, and implement strategies that improve detection, response, and clearance.

Other Considerations

Safety of responders and motorists, data accuracy and consistency, responder training, technology integration

When/Where to Use

FHWA Traffic Incident Management (TIM) standards should be implemented continuously on roadways where quick, coordinated incident response is critical, including freeways, high-speed arterials, congested areas.
TIM includes planning for the strategic placement of first responders, including the siting of fire stations and temporary apparatus staging in high-demand areas, to reduce response times.

Associated Crash Types

Secondary or chain-reaction crashes, fatal crashes

Effectiveness

N/A

Application

Developed Areas, Undeveloped Areas

Cost

$$

APPENDIX I:

TIERED PROJECT LIST

High Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
H-1	AA	SR 85 & Broadway Rd	ADOT/ Buckeye	10	1	5	- 71% of crashes were Angle - 81% of angle crashes involved Unit 1 traveling in the east or west directions - Crashes peaked in 2022 (28 crashes) - 4 of 6 KSI crashes involved "Ran Stop Sign" violation - 5 serious injury crashes (4 Angle, 1 Other) where 3 involved an unrestrained driver - Fatal crash was an Angle crash	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	[447] Red flashing beacons at stop signs - 10% reduction of crashes [FHWA] Systematic low-cost countermeasures at stop-controlled intersections - 10% reduction in fatal and injury crashes; 15% reduction of nighttime crashes; average cost-benefit ratio of 12:1 [320] Stop Control to Signalized - 67% in angle crashes [325] Stop Control to Signalized - 44% reduction in all crashes [8320] Lighting - 53% reduction in nighttime crashes	INTERIM 2.1 - Install red flashing beacons at stop signs 2.2 - Systematically apply low-cost countermeasures at stop-controlled intersections ULTIMATE 3.2 - Install traffic signal 8.2 - Install streetlights
H-2	AB	SR 85 & Southern Ave	ADOT/ MCDOT/ Buckeye	9	1	5	- 76% of crashes were Angle - 69% of angle crashes involved Unit 1 traveling in the east direction - 26% of crashes involved "Ran Stop Sign" violation - 43% of crashes involved a young driver - 33% of crashes occurred under dark lighting conditions - All 6 KSI crashes were Angle crashes - 3 serious injury crashes and 3 fatal crashes - 2 of 3 fatal crashes involved an unrestrained driver, and 1 involved impairment	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	[447] Red flashing beacons at stop signs - 10% reduction of crashes [FHWA] Systematic low-cost countermeasures at stop-controlled intersections - 10% reduction in fatal and injury crashes; 15% reduction of nighttime crashes; average cost-benefit ratio of 12:1 [320] Stop Control to Signalized - 67% in angle crashes [325] Stop Control to Signalized - 44% reduction in all crashes [8320] Lighting - 53% reduction in nighttime crashes	INTERIM 2.1 - Install red flashing beacons at stop signs 2.2 - Systematically apply low-cost countermeasures at stop-controlled intersections ULTIMATE 3.2 - Install traffic signal 8.2 - Install streetlights

* HRN Project Label corresponds with Figure 16 of Appendix C - Predictive Risk Assessment
** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

High Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
H-3	AC	SR 85 & Baseline Rd	ADOT/ MCDOT	7	2	5	- 69% of crashes were Angle crashes - 59% of angle crashes involved Unit 1 traveling in the east direction - 35% of crashes involved a young driver - All 7 KSI crashes were Angle crashes - 5 of 7 KSI crashes involved "Ran Stop Sign" violation - 1 of 2 fatal crashes involved an unrestrained driver	- Install flashing beacons on the stop signs for the EB/WB directions at SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	[447] Red flashing beacons at stop signs - 10% reduction of crashes [FHWA] Systematic low-cost countermeasures at stop-controlled intersections - 10% reduction in fatal and injury crashes; 15% reduction of nighttime crashes; average cost-benefit ratio of 12:1 [320] Stop Control to Signalized - 67% in angle crashes [325] Stop Control to Signalized - 44% reduction in all crashes [8320] Lighting - 53% reduction in nighttime crashes	INTERIM 2.1 - Install red flashing beacons at stop signs 2.2 - Systematically apply low-cost countermeasures at stop-controlled intersections ULTIMATE 3.2 - Install traffic signal 8.2 - Install streetlights
H-4	D	Watson Rd, from Durango St to Lower Buckeye Rd	Buckeye	4	0	4	- 59% of crashes were Rear End (51 crashes) - 52% of crashes involved speeding (46 crashes) - 2 Single Vehicle, 1 Head On, and 1 Rear End serious injury crashes	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Watson - Improve lighting along the corridor (currently only present on one side of the road) - Reduce travel lane widths to less than 12 ft - Install speed feedback signs	'[7825, 7827] Reduce travel lane widths - 24%-42% reduction in crashes [8320] Lighting - 53% reduction in nighttime crashes	7.1 - Install speed feedback signs 12.1 - Install streetlights 27.1 - Reduce travel lane widths 28.2 - Reduce speed limits

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High Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
H-5	X	Miller Rd, from Maricopa Rd to Southern Ave; and Southern Ave to Broadway Rd	Buckeye	4	1	3	- 49% of crashes were Rear End crashes - 29 of 93 crashes happened at Broadway/Miller - 45% of crashes at Broadway/Miller involved speeding, and 45% involved a young driver - 62% of crashes at Broadway/Miller were Rear End crashes; 89% of rear end crashes at the intersection were in the north or south directions - 46% of crashes involved speeding - 38% of crashes involved a young driver - 3 serious injury crashes (Head On, Left Turn, Rear End) where 1 involved speeding, 1 involved impairment, and 2 involved a young driver - Fatal crash was Other and happened at Miller/Warner under dark lighting conditions - BPMP: identifies the Southern Avenue/Miller Road Corridor for short term improvements	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Install speed feedback signs	[6885] Speed feedback signs - 5% reduction in crashes [8320] Lighting - 53% reduction in nighttime crashes	7.1 - Install speed feedback signs 12.1 - Install streetlights 28.2 - Reduce speed limits
H-6	J	Indian School Rd and Jackrabbit Trl	Buckeye	4	0	2	- 68% of crashes happened at Jackrabbit/Indian School - Crashes peaked in 2022 (16 crashes) and were lowest in 2020 (3 crashes) - 38% of crashes were Rear End - 32% of crashes involved speeding - 30% of crashes involved young drivers - 1 angle and 1 sideswipe serious injury crashes - BPMP: identifies Indian School east of Jackrabbit Trail for short term improvements	- Implement protected-only left-turn phasing for all approaches at Jackrabbit/Indian School - If permissive left-turn operation is maintained, remove negative left-turn offsets for NB/SB approaches at Jackrabbit/Indian School - Install a raised median on Indian School from Jackrabbit to 191st Ave - Evaluate speed limits and apply speed management strategies to reduce operating speeds on Jackrabbit	[2252] Protected left turn phasing - 98% reduction in LT crashes [7792] Raised medians - 24% reduction in crashes	5.1 - Implement protected-only left-turn signal phasing 13.2 - Install raised medians 14.2 - Design roads to posted speed limit and set lower speed limits in areas with ped/bike activity 28.2 - Reduce speed limits
H-7	F	Sundance Pkwy/Yuma Rd & Rainbow Rd	Buckeye	2	1	1	- 11 of 15 crashes were Angle - 47% of crashes involved a young driver - 1 fatal and 1 serious injury were both Angle crashes	- Install a traffic signal at Sundance/Rainbow - Remove negative offset for NB/SB approaches at Sundance/Rainbow	[447] Red flashing beacons at stop signs - 10% reduction of crashes [320, 325] Traffic signal - 44%-67% reduction in crashes [6097] Remove negative offset - 38% reduction in crashes	3.2 - Install traffic signal 5.2 - Remove negative left-turn offset geometry

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** Road Ownership as of January 2026
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Medium Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
M-1	A	Yuma Rd, from Rainbow Rd to Apache Rd	Buckeye	11	0	11	- 2 of 3 ped/bike crashes resulted in serious injury - 31% of crashes occurred in 2022 (89 crashes) - 45% of crashes occurred at Yuma/Watson (126 crashes) - Angle, Rear End, and Left Turn most common (79, 77, 70 crashes resp.) - 55% of serious injury crashes involved a young driver (6 of 11 crashes) - HRN: High speeds - Bicycle and Pedestrian Master Plan (BPMP): identifies the Yuma/Watson intersection for short term improvements	- Implement protected-only left-turn phasing for all approaches at Yuma/Watson + Yuma/Sundance - If permissive left-turn operation is maintained, remove negative left-turn offsets for EB/WB approaches at Yuma/Watson + Yuma/Sundance - Improve lighting along the corridor (present only on the median) and at unsignalized intersections - Install restricted crossing U-turns (RCUTs) - Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma	[2252] Protected left turn phasing - 98% reduction in LT crashes [8320] Lighting - 53% reduction in nighttime crashes [6097] Remove negative offset - 38% reduction in crashes	3.1 - Install restricted crossing U-turns (RCUTs) 5.1 - Implement protected-only left-turn signal phasing 5.2 - Remove negative left-turn offset geometry 12.1 - Install streetlights 14.1 - Install self-enforcing road features 25.1 - Refine yellow and all-red clearance interval at signals 28.2 - Reduce speed limits
M-2	K	MC 85, from Perryville Rd to 203rd Ave (Currently MCDOT)	MCDOT	10	1	6	- 55% of crashes happened at MC 85/Jackrabbit - 33% of crashes were Rear End - 6 serious injury crashes where 4 involved speeding, and 2 involved impairment - Fatal crash was a Head ON collision - 33% of crashes occurred under dark lighting conditions	- Enhance the visibility of signs and pavement markings at MC 85/Jackrabbit - Install raised medians on MC 85 and Jackrabbit - Improve lighting along the corridor and intersections	[8320] Lighting - 53% reduction in nighttime crashes [7792] Raised medians - 24% reduction in crashes	12.1 - Install streetlights 13.2 - Install raised medians 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections
M-3	AE	Baseline Rd, from Turner Road to half mile west of Wilson Avenue.	MCDOT	7	2	1	- 4 of 10 crashes were Single Vehicle - 6 crashes occurred in 2023, none in 2021 - Serious injury crash was a Single Vehicle crash - 2 fatal crashes were both Head On collisions where 1 involved impairment	- Install rumble strips - Install left turn lanes on the major road approaches at intersections - Install paved shoulders - Install a raised median on Baseline	[6850, 6895] Rumble strips - 15.8%-20% reduction in crashes [268] Provide a left-turn lane on both major-road approaches - 48% reduction in crashes [7792] Raised medians - 24% reduction in crashes	9.1 - Install high-friction pavement and rumble strips 11.1 - Widen shoulders 13.1 - Install left turn lanes 13.2 - Install raised medians

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** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Medium Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
M-4	AD	SR 85 & Hazen Rd (Currently MCDOT & ADOT)	ADOT/ MCDOT	7	2	1	- 69% of crashes were Angle crashes - 78% of angle crashes involved Unit 1 traveling in either the east or west direction - Serious injury crash was an Angle crash - 2 fatal crashes (Angle, Sideswipe) where 1 involved speeding	- Install flashing beacons on the stop signs for the EB/WB directions at Hazen Rd/SR 85 - Implement other stop sign improvements such as duplicate signs, increased sign size, reflective paneling, pavement word markings, etc - Improve lighting at the intersections	[447] Red flashing beacons at stop signs - 10% reduction of crashes [FHWA] Systematic low-cost countermeasures at stop-controlled intersections - 10% reduction in fatal and injury crashes; 15% reduction of nighttime crashes; average cost-benefit ratio of 12:1 [320] Stop Control to Signalized - 67% in angle crashes [325] Stop Control to Signalized - 44% reduction in all crashes [8320] Lighting - 53% reduction in nighttime crashes	INTERIM 2.1 - Install red flashing beacons at stop signs 2.2 - Systematically apply low-cost countermeasures at stop-controlled intersections ULTIMATE 3.2 - Install traffic signal 8.2 - Install streetlights
M-5	U	Monroe Ave/MC85, from Miller Rd to Shepards Trl	Buckeye	7	0	4	- 7 intersections on the project all recorded 9 or more crashes - Rear End, Left Turn, and Angle were most common (34, 26, 21 crashes resp.) - 4 serious injury crashes (Angle, Head On, Left Turn, Pedestrian) where 2 involved speeding - 25% of crashes involved speeding - 4 Pedestrian crashes where 2 occurred under dark lighting conditions - BPMP: identifies the Monroe/9th St and Monroe/4th St intersections for short term improvements	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Manage the spacing of accesses and intersections along MC 85 from Miller to 9th St - Improve lighting along the corridor	[8320] Lighting - 53% reduction in nighttime crashes [7792] Raised medians - 24% reduction in crashes [178, 179] Spacing of access points - 5%-23% reduction in crashes along 2-lane rural roads; 25%-31% reduction in fatal and injury crashes along urban arterials	12.1 - Install streetlights 13.1 - Implement access management strategies 28.2 - Reduce speed limits

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** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Medium Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
M-6	Z	MC 85, from Rooks Rd to SR 85 (Currently MCDOT)	MCDOT	5	1	3	- 51% of crashes were Rear End - 34 of 45 crashes happened at MC 85/SR 85 - 40% of crashes involved speeding - 3 serious injury crashes (2 Left Turn, 1 Angle) where 2 involved a young driver - Fatal crash was a Rear End crash at MC 85/SR 85 - The width of the intersection and high truck volumes may be contributing to traffic signal visibility issues	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Install flashing warning beacons on the Traffic Signal Ahead warning signs for the NB/SB directions at MC 85/SR 85 - Install retroreflective backplates on the existing traffic signal heads - Improve lighting at the intersections - Install near-side traffic signal heads and/or additional traffic signal heads on the existing traffic signal mast arms and poles	[1410] Retroreflective backplates - 15% reduction in crashes [8320] Lighting - 53% reduction in nighttime crashes	8.2 - Install streetlights 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections 28.2 - Reduce speed limits
M-7	W	Miller Rd, from Beloat Rd/Irwin Ave/ Lower River Rd to Maricopa Rd	Buckeye	4	0	3	- 16 of 62 crashes occurred at Baseline/Miller; 13 of 62 occurred at Monroe/Miller - 32% of crashes were Angle, 27% were Rear End - 42% of crashes involved a young driver - 31% of crashes involved speeding - 3 Serious injury crashes (2 Single Vehicle, 1 Left Turn) where 2 involved speeding, 1 involved impairment, and 2 involved an unrestrained driver; all occurred under dark lighting conditions	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Provide guidelines for left-turn movements at the intersection of Baseline/Miller - Install a traffic signal at Baseline/Miller - Implement protected-only left-turn phasing at Monroe/Miller	[320, 325] Traffic signal - 44%-67% reduction in crashes [2252] Protected left turn phasing - 98% reduction in LT crashes [8320] Lighting - 53% reduction in nighttime crashes	3.2 - Install traffic signal 5.1 - Implement protected-only left-turn signal phasing 12.1 - Install streetlights 14.2 - Design roads to posted speed limit and set lower speed limits in areas with ped/bike activity 25.1 - Refine yellow and all-red clearance interval at signals 28.2 - Reduce speed limits

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** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Medium Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
M-8	L	Tuthill Rd/Jackrabbit Trl & Beloat Rd (Currently MCDOT)	MCDOT	4	1	1	- 27 of 32 crashes happened at Beloat/Jackrabbit - 44% of crashes were Single Vehicle, 31% were Rear End - 41% of crashes involved speeding - 25% involved a vehicle that ran off the roadway - Serious injury crash was a Left Turn crash - Fatal crash was denoted as Other	- Enhance visibility of signs and pavement markings at Beloat/Jackrabbit - Install intersection and curve warning signs/chevrons for vehicles approaching the intersection - Install flashing beacons on the stop sign for the EB approach at the intersection - Widen shoulders and install rumble strips on the roadways	[6974] Rumble strips - 29.8% reduction in run off road crashes [10612, 10613, FHWA] Enhanced delineation for horizontal curves - 18%-27.5% reduction in non-intersection crashes; chevron signs reduce crashes by 16%-25%, oversized chevron signs reduce crashes by 15%, sequential chevron signs reduce fatal and injury crashes by 60%, etc.	2.1 - Install red flashing beacons at stop signs 9.1 - Install high-friction pavement and rumble strips 10.1 - Install enhanced delineation for horizontal curves 11.1 - Widen shoulders and expand the clear zone 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections

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Medium Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
M-9	C	Apache Rd and Yuma Rd	Buckeye	2	1	1	- 5 of 9 crashes occurred at Yuma/Apache (unsignalized intersection) - 44% of crashes occurred during dark lighting conditions - Fatal crash was a bike crash - Serious injury crash was a single vehicle crash - Seg 5054 included due to high average speed - Seg 5525 included due to high posted speed, undivided 2 lanes configuration, and proximity to alcohol establishment	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Apache and Yuma - Install a raised median on Apache - Install sidewalks on both sides of Apache and Yuma - Improve lighting at Yuma/Apache; install dual lighting on corners, especially southeast corner - Enhance visibility of signs and pavement markings at Yuma/Apache	[8320] Dual lighting on corner - 53% reduction	2.2 - Systematically apply low-cost countermeasures at stop-controlled intersections 3.2 - Install traffic signal 12.1 - Install streetlights 14.1 - Install self-enforcing road features 17.1 - Install dual lighting at each corner of wide intersections 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections 28.2 - Reduce speed limits
M-10	E	Yuma Rd, from Verrado Way to Tuthill Rd	Buckeye	2	0	2	- 48% of crashes occurred on Seg 5171 (54 crashes) - 1 Pedestrian and 1 Rear End serious injury crash - 42% of crashes involved speeding (48 crashes) - 58% of crashes were Rear End (65 crashes) - BPMP: identifies the Yuma/Dean intersection and Yuma Road: Dean Road to 0.15 miles east of Dean Road for short term improvements	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma - Install speed feedback signs - Enhance visibility of signs and pavement markings at Yuma/Dean	[8950] Enhance visibility of signs, signals, and pavement markings - 34.6% reduction in angle crashes	7.1 - Install speed feedback signs 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections 28.2 - Reduce speed limits

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** Road Ownership as of January 2026
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Low Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
L-1	T	4th St, from Baseline Rd to Monroe Ave	Buckeye	1	0	1	- Serious injury crash was an Angle crash that happened at 4th/AZ Eastern under dark lighting conditions - Seg 5574 included due to high posted speed, proximity to alcohol establishment, undivided 2 lanes configuration, and intersection density	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on 4th St - Install a raised median on 4th St - Manage the spacing of accesses and intersections along 4th St from Baseline Rd to Monroe Ave - Improve lighting along the corridor	[8320] Lighting - 53% reduction in nighttime crashes [7792] Raised medians - 24% reduction in crashes [178, 179] Spacing of access points - 5%-23% reduction in crashes along 2-lane rural roads; 25%-31% reduction in fatal and injury crashes along urban arterials	12.1 - Install streetlights 13.1 - Implement access management strategies 13.2 - Install raised medians 28.2 - Reduce speed limits
L-2	V	MC 85, from Miller Rd to 255th Ave (Currently MCDOT)	MCDOT	0	0	0	- Seg 5570 included due to high posted speed, proximity to alcohol establishment, and undivided 2 lanes configuration	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on MC 85 - Install a raised median on MC 85	[7792] Raised medians - 24% reduction in crashes	13.2 - Install raised medians 28.2 - Reduce speed limits
L-3	R	Alarcon Blvd, from Miller Rd to 1st Ave	Buckeye	1	1	0	- Fatal crash was a Pedestrian collision - Seg 5582 was included due to undivided 2 lanes configuration, proximity to alcohol establishment, and intersection density	- Provide sidewalks on both sides of Alarcon, if feasible in the future due to presence of open irrigation ditch - Install a raised median on Alarcon	[7792] Raised medians - 24% reduction in crashes	13.2 - Install raised medians
L-4	S	Baseline Rd, from Miller Rd to Apache Rd (Partially MCDOT)	Buckeye/ MCDOT	1	0	1	- 6 of 19 crashes occurred at Apache/Baseline - 37% of crashes were Left Turn crashes - 47% of crashes involved a young driver - Serious injury crash was a Single Vehicle crash that occurred on a segment under dark lighting conditions	- Enhance visibility of signs and pavements marking at Apache/Baseline - Install lighting along Baseline from Miller to Apache - Remove sight obstructions for SB turning vehicles at Apache/Baseline	[307] Remove or relocate sight obstructions - 48% reductions in crashes [FHWA] Retroreflective backplates - 15% reduction in crashes [8320] Lighting - 53% reduction in nighttime crashes	5.3 - Remove or relocate visual obstructions 12.1 - Install streetlights 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections

* HRN Project Label corresponds with Figure 16 of Appendix C - Predictive Risk Assessment
** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Low Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
L-5	I	McDowell Rd, from Verrado Way to 211th Ave	Buckeye	1	1	0	- 18 of 25 crashes happened at McDowell/Verrado - 44% of crashes were Rear End -32% of crashes involved speeding - Fatal crash was a left turn crash - Segment included due to high posted speed	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Verrado - Install intersection and curve warning signs/chevrons on McDowell for vehicle approaching the intersection - Implement protected-only left-turn phasing at McDowell/Verrado	[6885] Speed feedback signs - 5% reduction in crashes [FHWA] Refine yellow and all-red intervals - 36%-50% reduction in red-light running, 8%-14% reduction in total crashes, 12% reduction in injury crashes [10612, 10613, FHWA] Enhanced delineation for horizontal curves - 18%-27.5% reduction in non-intersection crashes; chevron signs reduce crashes by 16%-25%, oversized chevron signs reduce crashes by 15%, sequential chevron signs reduce fatal and injury crashes by 60%, etc.	7.1 - Install speed feedback signs 10.1 - Install enhanced delineation for horizontal curves 14.1 - Install self-enforcing road features 14.2 - Design roads to posted speed limit and set lower speed limits in areas with ped/bike activity 25.1 - Refine yellow and all-red clearance interval at signals
L-6	N	Beloat Rd, from Dean Rd to CEMEX driveway	MCDOT	3	0	1	- Serious injury crash was Left Turn collision - Seg 5095 included due to high posted speed, undivided 2 lanes configuration, and intersection density	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Beloat - Install a raised median along the corridor	[8320] Lighting - 53% reduction in nighttime crashes [7792] Raised medians - 24% reduction in crashes	13.2 - Install raised medians 28.2 - Reduce speed limits
L-7	O	Rainbow Rd, from MC 85 to Mountain Ave/ Monroe Ave	MCDOT	1	0	1	- 18 of 20 crashes happened at MC 85/Rainbow - 45% of crashes were Rear End - 35% of crashes involved a young driver - 35% of crashes occurred under dark lighting conditions - Serious injury crash was a Single Vehicle crash	- Enhance visibility of signs and pavement markings at MC 85/Rainbow - Improve lighting at the intersection	[8320] Lighting - 53% reduction in nighttime crashes [FHWA] Retroreflective backplates - 15% reduction in crashes	12.1 - Install streetlights 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections
L-8	B	Sundance Ave Intersections, by Watson Rd	Buckeye	2	0	1	- 89% of crashes occurred at Watson/Sundance (74 crashes) - Rear End, Angle, Left Turn most common (25, 20, and 19 crashes resp.) - 36% of crashes involved a young driver (30 crashes)	- Implement protected-only left-turn phasing for all approaches at Watson/Sundance - Remove negative left-turn offsets for all approaches at Watson/Sundance, especially E-W	[multiple] refine signal timing - 15 to 64% reduction [2252] Protected left turn phasing - 98% reduction in LT crashes [6097] Remove negative offset - 38% reduction in crashes	1.1 - Review and refine signal timing 5.1 - Implement protected-only left-turn signal phasing 5.2 - Remove negative left-turn offset geometry

* HRN Project Label corresponds with Figure 16 of Appendix C - Predictive Risk Assessment
** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Low Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
L-9	H	McDowell Rd, from Jackrabbit Trail to 191st Ave	MCDOT	1	0	1	- 21 of 26 crashes happened at Jackrabbit/McDowell - Serious injury crash was a pedestrian crash - Rear End, Angle, and Left Turn were most common (8, 6, 5 crashes resp.) - 35% of crashes occurred under dark lighting conditions - On HRN because it's 50 mph undivided road	- Install sidewalks along the corridor - Improve lighting along the corridor	[8320] Lighting - 53% reduction in nighttime crashes	12.1 - Install streetlights
L-10	P	Watson Rd Intersections at Southern Ave; Roeser Rd; Broadway Rd	Buckeye	1	0	1	- 58% of crashes happened at Broadway/Watson - 42% of crashes were Angle - 33% of crashes occurred under dark lighting conditions - Serious injury crash was an Angle crash at Southern/Watson	- Enhance visibility of signs and pavement markings at each intersection - Improve lighting at each of the intersections - Install a traffic signal at Broadway/Watson - Implement protected-only left-turn phasing at all approaches of Watson/Southern - Retroreflective tape on the back plates	[320, 325] Traffic signal - 44%-67% reduction in crashes [2252] Protected left turn phasing - 98% reduction in LT crashes [8320] Lighting - 53% reduction in nighttime crashes	3.2 - Install traffic signal 5.1 - Implement protected-only left-turn signal phasing 12.1 - Install streetlights 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections
L-11	X	Miller Rd, from Maricopa Rd to Southern Ave	Buckeye	4	1	3	- 49% of crashes were Rear End crashes - 29 of 93 crashes happened at Broadway/Miller - 45% of crashes at Broadway/Miller involved speeding, and 45% involved a young driver - 62% of crashes at Broadway/Miller were Rear End crashes; 89% of rear end crashes at the intersection were in the north or south directions - 46% of crashes involved speeding - 38% of crashes involved a young driver - 3 serious injury crashes (Head On, Left Turn, Rear End) where 1 involved speeding, 1 involved impairment, and 2 involved a young driver - Fatal crash was Other and happened at Miller/Warner under dark lighting conditions - BPMP: identifies the Southern Avenue/Miller Road Corridor for short term improvements	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Miller - Improve lighting along the corridor - Install speed feedback signs	[6885] Speed feedback signs - 5% reduction in crashes [8320] Lighting - 53% reduction in nighttime crashes	7.1 - Install speed feedback signs 12.1 - Install streetlights 28.2 - Reduce speed limits

* HRN Project Label corresponds with Figure 16 of Appendix C - Predictive Risk Assessment
** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

Low Priority Projects

Project ID	HRN Project Label *	Name	Road Ownership **	KSI People Total ***	K Crashes ***	SI Crashes ***	Key Crash Trends/ HRN Explanation	Potential Safety Improvements	Top 3 CMFs	Strategy / Action
L-12	E	Yuma Rd, from Dean Rd to Verrado Way	Buckeye	2	0	2	- 48% of crashes occurred on Seg 5171 (54 crashes) - 1 Pedestrian and 1 Rear End serious injury crash - 42% of crashes involved speeding (48 crashes) - 58% of crashes were Rear End (65 crashes) - BPMP: identifies the Yuma/Dean intersection and Yuma Road: Dean Road to 0.15 miles east of Dean Road for short term improvements	- Evaluate speed limits and apply speed management strategies to reduce operating speeds on Yuma - Install speed feedback signs - Enhance visibility of signs and pavement markings at Yuma/Dean	[8950] Enhance visibility of signs, signals, and pavement markings - 34.6% reduction in angle crashes	7.1 - Install speed feedback signs 17.2 - Enhance visibility of signs, signals, and pavement markings at intersections 28.2 - Reduce speed limits

* HRN Project Label corresponds with Figure 16 of Appendix C - Predictive Risk Assessment
** Road Ownership as of January 2026
*** 2019-2023 Crash Data for the Buckeye MPA from the Arizona Crash Information System (ACIS)

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 5.C. DSD - Resolution No. 38-26 and Resolution No. 44-26 Establishing New or Increased Municipal User Fees
DATE PREPARED: 05/04/26	**DISTRICT NO.:** ALL
STAFF LIAISON: Brian Craig, Development Services Director, bcraig@buckeyeaz.gov, (623) 692-7616	
DEPARTMENT: Development Services	**AGENDA ITEM TYPE:** Public Meeting / Non Consent - New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to take action on Resolution No. 38-26 establishing new or increased municipal fees; establishing an effective date; repealing conflicting resolutions; and providing for severability; and take action on Resolution No. 44-26 establishing new or increased municipal fees; establishing an effective date; repealing conflicting resolutions; and providing for severability.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Fiscal Responsibility

SUMMARY

PROJECT DESCRIPTION:
The Development User Fee Schedule is designed to clearly outline and deliver value-added services to the City's residents and business partners. The City engaged its approved consultant, MGT, to conduct a Comprehensive Fee Study, which was completed in January 2026. This study provided the due diligence necessary to evaluate and determine the revised or new Development User Fees based on the current needs of the City and costs associated with providing services. The last Development User Fee Schedule became effective on July 1, 2018. Since that time, staff has identified several areas where modifications are warranted, including the establishment of certain new or increased fees.

In some instances, staff concluded that fee reductions are appropriate to ensure all fees remain aligned with the principle that City services operate at or below 100% cost recovery. The Proposed Development User Fees were posted on February 10, 2026, for 60 days to the public for comment. Staff recommends that the new fees become effective May 21, 2026, upon Council approval.

If adopted by Council, the Development User Fees will support the fiscal transparency and responsibility expected of the City by clearly outlining the proposed new or increased fees.

In addition to the Development User Fees, this council action will, in its entirety, adopt updated Airport Fees, Public Works Fees, and Community Services Fees, along with the related cost recovery philosophy outlined in the attachments.

BENEFITS:
Clear communication of fees to all users including staff, residents, customers, and the development community is essential to maintaining fiscal transparency. The revisions to the Development User Fees provide greater definition and clarity, addressing needs that have arisen over the past several years under the current fee schedule.

FINANCIAL IMPACT STATEMENT:

The adoption of appropriate development user fees and charges ensures that the City of Buckeye can recover staff time and internal costs associated with providing direct services in the development process, rather than shifting those costs onto Buckeye residents. In some strategic fee categories such as pre-application conferences and special event permits, the cost recovery is below 100% as the outcome of those items serves a greater business purpose than the revenue collected.

CURRENT FISCAL YEAR TOTAL COST:
N/A

BUDGETED:
No

FISCAL YEAR:
N/A

FUND/DEPARTMENT:
N/A

Items related to a project or facility location must include an attached vicinity map for Council Review.
ATTACHMENTS:
MGT Study Buckeye UF Final Report 1.29.26.pdf
User Fees Municipal Airport - May 5, 2026.pdf
User Fees Public Works Department - May 5, 2026.pdf
Development User Fee Document - May 5, 2026.pdf
User Fees Community Services Department - May 5, 2026.pdf
Resolution No 38-26 Development User Fee schedule with Exhibits.pdf
Resolution No 44-26 Community Services User Fees with Exhibits.pdf
CSD Fee Presentation - May 2026 (002).pdf
DSD - Development User Fees Presentation 5_5_26.pdf

Comprehensive Fee Study Report of Findings

City of Buckeye, AZ

JANUARY 2026

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Executive Summary

Introduction

MGT is pleased to present the City of Buckeye with a summary of findings from the recently completed fee study.

The City engaged MGT to conduct a comprehensive fee study based on the fiscal year 2023-2024 budgeted expenditures, staffing costs, and operational data. The City's current fees represent the fees being charged at the beginning of this study.

In 2016-2017, MGT conducted a cost of services study of the Development user fees. This study updated that study, as well as performing an analysis of the cost of user fees for other departments.

This report is the culmination of an extensive study conducted by MGT in collaboration with the City's management and staff. MGT would like to take this opportunity to gratefully acknowledge all management and staff who participated in this project for their efforts and coordination.

Study Scope and Objectives

The study reviewed fee-for-service activities in the following departments:

- Airport*
- Community Services
- Development Services
  - Planning
  - Building
  - Engineering
  - Fire
- Finance
- Fire
- Water Resources

*Municipal Airport doesn't have fees for service so MGT conducted a comparative survey of their fees in lieu of a cost analysis.

The primary goals of the study were to:

- Determine the City's costs to provide specific fee-related services.
- Determine whether there are any opportunities to implement new fees.
- Identify service areas where the City might adjust fees to better reflect the full cost of services or to subsidize fees with general fund revenue to reflect other economic or policy considerations.
- Develop fiscal projections based on recommended increases (or decreases) to fees.

- Provide comparative data for what neighboring cities are charging for similar services.

The information summarized in this report addresses each of these issues and provides the City with the tools necessary to make informed decisions about any proposed fee adjustments and the resulting impact on restricted and general fund revenues.

Summary of Findings

User Fee Financial Overview

The primary objective of the study was to equip the City's decision-makers with essential data for informed pricing decisions. This report details the full cost of services and presents recommended proposed fees and fiscal projections based on recommended cost recovery levels. Recommendations are based on careful consideration of the results of the cost analysis, historical cost recovery levels, and market comparisons.

The chart below shows the annualized costs and revenues for the City's user fees that were part of this analysis. It is difficult to predict future revenues due to the fluctuation in demand and economic conditions. MGT based the annual cost on the individual full cost for each fee analyzed multiplied by the annual volume statistics.

Note: The Community Services department's summary of cost and revenue is not included in the chart, as their analysis includes options for cost calculation and recommended cost recovery. See the Analysis Highlights section for details.

	Current						Recommended		
User Fee Department	Full Cost User Fee Services	Current Revenue		Current Subsidy		Cost Recovery Policy			Increased Revenue
Community Development									
Building	$ 18,239,031	$ 10,012,700	55%	$ 8,226,331	45%	$ 18,238,483	100%		$ 8,225,782
Planning	$ 655,052	$ 425,278	65%	$ 229,774	35%	$ 436,376	67%		$ 11,098
Engineering	$ 294,124	$ 328,040	112%	$ (33,916)	-12%	$ 290,512	99%		$ (37,528)
Fire	$ 298,468	$ 103,915	35%	$ 194,553	65%	$ 146,989	49%		$ 43,074
Water Resources	$ 247,524	$ 511,698	207%	$ (264,174)	-107%	$ 245,632	99%		$ (266,066)
Totals:	**$ 19,734,199**	**$ 11,381,631**	**58%**	**$ 8,352,568**	**42%**	**$ 19,357,992**	**98%**		**$ 7,976,360**

- **Full Cost User Fee Services** – This column represents what the full cost to the City is for each of the departments to provide annual user fee services based on the annual volume statistics. In total, this study evaluated **$19,734,199** in costs to provide user fee services. It is this amount that was the focus of this study and represents the total potential for user fee-related revenues for the City.
- **Current Revenues** – This column represents what the City is currently recovering in revenue for these same services based on the annual volume statistics. Based on current fee recovery levels, the City receives fee-related cost recovery in the amount equal to **$11,381,631** and is experiencing an overall 58% cost recovery level.

- **Current Subsidy** – Current fee levels recover 58% of full cost, leaving 42%, or **$8,352,568**, to be funded by other sources. This subsidy represents an opportunity for an updated and more focused cost recovery effort by the City for fee-related services.
- **Cost Recovery Policy** – It is estimated that adoption of the recommended fees would increase cost recovery to **$19,357,992**. This would increase the overall cost recovery level to 98%.
- **Increased Revenue** – Assuming activity levels remain relatively static, approximately **$7,976,602** in additional cost recovery could be received by the City, an increase of 70%.

Methodology

A cost-of-service study consists of two basic elements:

- Hourly rates of staff providing the service.
- Time spent providing the service.

The product of the hourly rate calculation multiplied by the time spent yields the cost of providing the service.

Hourly Rates

The hourly rate methodology used in this study builds indirect costs into City staff hourly salary and benefit rates to arrive at fully burdened hourly rates. Fully burdened hourly rates are a mechanism used to calculate the total cost of providing services. Total cost is generally recognized as the sum of the direct cost together with a proportionate share of allowable indirect costs. The proper identification of all costs (including labor, operating expense, department administration and Citywide support) as "direct" or "indirect" is crucial to the determination of the total cost of providing services.

Direct costs are typically defined as those that can be identified specifically to a particular function or activity, including the labor of persons working directly on the specific service for which the fee is charged, and possibly materials or supplies those people use for the task.

Indirect costs are those that support more than one program area and are not easily identifiable to specific activities. Examples of indirect costs are: 1) departmental administrative and support staff, 2) training and education time, 3) public counter and telephone time, 4) some service and supply costs, and 5) Citywide overhead costs from outside of the department as identified in the City's cost allocation plan.

MGT's hourly rate calculation methodology includes the following:

PERSONNEL SERVICES ANALYSIS – each staff classification within the department or division is analyzed in the study. The first burden factor is comprised of compensated absences such as vacation/holidays/sick leave days taken in a year's time. Staff classifications are then categorized as either direct (operational) or indirect (administrative or supervisory) labor. In some cases, a classification will have both direct and indirect duties. The total indirect portion of staff cost is incorporated into hourly overhead rates.

INDIRECT COST RATE – a ratio of indirect cost to direct labor (salaries plus benefits) is established. There are three elements of indirect cost incorporated, including:

- Indirect Labor – includes compensated absences, administrative and supervisory staff costs.
- Other Operating Expenses – most services and supplies are included as a second layer of indirect cost and are prorated across all fees and services. There are some service and supply expenses classified as "allowable direct". Some examples of these are professional services expenses or supplies. These allowable direct expenses would be directly associated with specific fees or programs, as opposed to being allocated across all activities through the indirect overhead.
- External Indirect Allocations – this represents the prorated portion of citywide overhead (from the City's cost allocation plan) which is attributable to the service for which the fee is charged.

FULLY BURDENED HOURLY RATES – incorporates all the elements that comprise the hourly rates used in this cost analysis.

- Each direct or operational staff classification is listed, together with the average annual salary and benefits.
- The hourly salary and benefit rate is calculated by taking the annual salary and benefits of an employee and dividing by 2,080 available hours in a year.
- The overhead rate is derived by multiplying the internal and external indirect cost rates against the salary and benefit rates.

The total combines the salary, benefits and overhead rates. This is the fully burdened rate for each staff classification. MGT prepared indirect overhead rates and corresponding hourly rate calculations using FY 2023 budgeted expenditures. The building and safety division utilizes one divisional hourly rate which incorporates all of these elements but averages them together.

Time Spent

The next step in the process was to identify staff time spent directly on each of the user fee activities. Each staff person involved in the user fee services identified time spent completing each task associated with all user fee services. Annual volume statistics were also gathered to develop total annual workload information. This information is provided in detailed user fee workbooks which were provided to the City upon completion of the study.

Fee Calculations and Revenue Projections

Given this information, MGT was able to calculate the cost of providing each service, both on a per-unit and total annual basis (per-unit cost multiplied by annual volume equals total annual cost). As mentioned above, costs were calculated by multiplying per-unit time estimates by the hourly labor rates; additional operating expenses directly associated with certain services were also added in. Finally, if other departments or divisions provided support into certain user fee activities, this time was accounted for and added into the analysis as a crossover support activity. Full costs are then compared to current fees/revenues collected, and subsidies (or over-recoveries) are identified.

User fee summaries by department may be seen in the next section of this report.

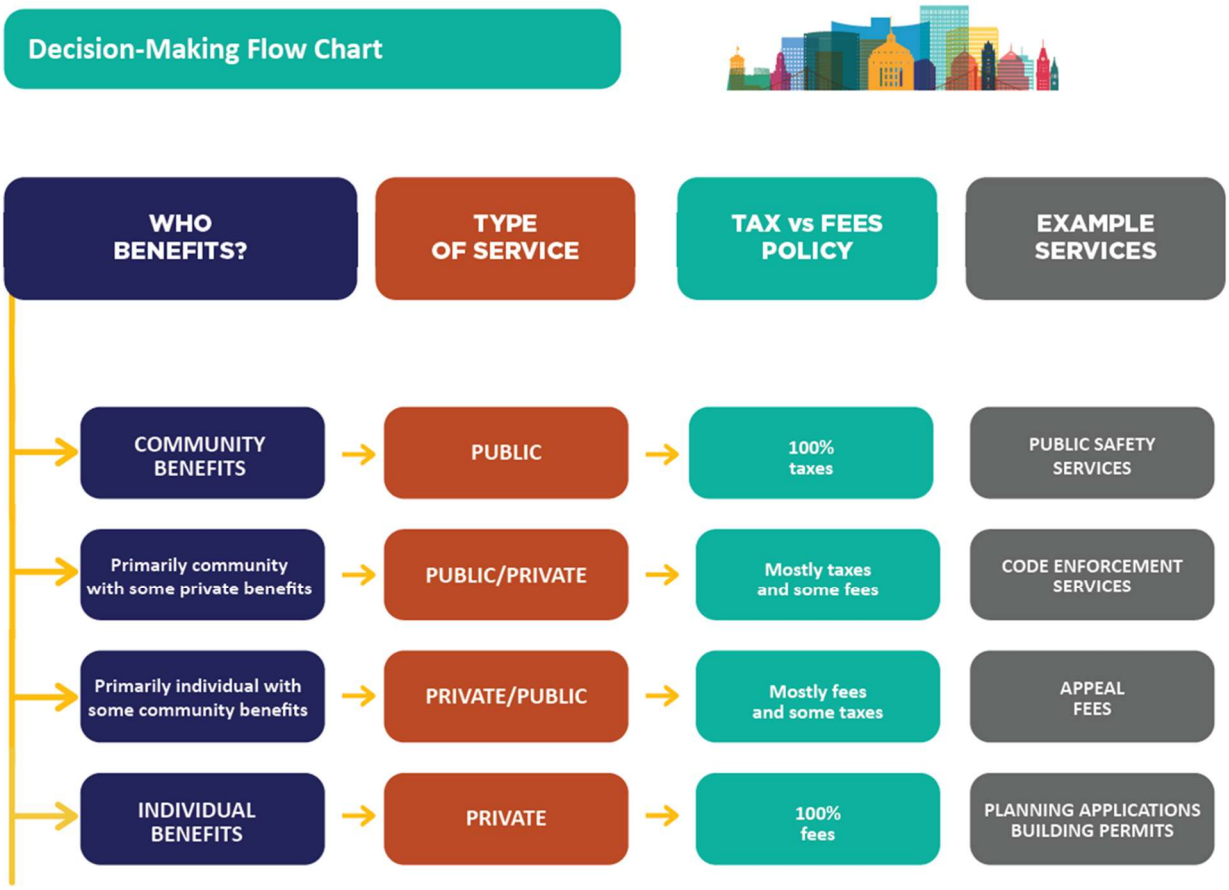
Economic & Policy Considerations

Calculating the true cost of providing City services is crucial for establishing user fees and corresponding cost recovery levels. Although it is an important factor, other factors must also be given consideration. City decision makers must also consider the effects that establishing fees for services will have on the individuals purchasing those services, as well as the community.

The following legal, economic and policy issues help illustrate these considerations.

- **Economic barriers** – It may be a desired policy to establish fees at a level that permits lower income groups to use services that they might not otherwise be able to afford.
- **Community benefit** – The City Council may wish to subsidize some user fees to reflect policy considerations which supersede cost recovery. For example, many Community Services fees have very moderate cost recovery levels. Some programs are provided free of charge or for a minimal fee regardless of cost. Youth and senior programs tend to have the lowest recovery levels. Miscellaneous classes tend to have a moderate cost recovery level and adult sports programs typically have a higher cost recovery level.
- **Private benefit** – If a user fee primarily benefits the fee payer, we recommend the fee be set at, or close to, 100% full cost recovery. Development-related fees generally fall into this category; however, exceptions are sometimes made for services such as appeal fees or fees charged exclusively to residential applicants.
- **Service driver** – In conjunction with the third point above, the issue of who is the service recipient versus the service driver should also be considered.
- **Managing demand** – For those fees which are not subject to pure cost recovery limitations, other market considerations may inform recommended fee levels. Elasticity of demand is a factor in pricing certain City services; increasing the price of some services results in a reduction of demand for those services, and vice versa.
- **Competition** – Certain services, such as recreation classes, may be provided by neighboring communities or the private sector, and therefore demand for these services can be highly dependent on what else may be available at lower prices. Furthermore, if the City's fees are too low, demand enjoyed by private-sector competitors could be adversely affected.
- **Incentives** – Fees can be set low to encourage participation in a service, such as a youth sports program or the issuance of a water heater permit.

A sample of the decision-making process is shown in the chart below:



Analysis Highlights

Below is a brief discussion of the findings for each department/division's analysis. Please see the user fee summary sheets in Appendix A of this report for the details on each fee calculation and cost analysis.

Fees are charged in a variety of ways including:

- Flat (or fixed) fees – the fee is always the same, regardless of size or complexity of the service provided in each instance.
- Per square foot – the fee is calculated based on the size of the project under review.
- Hourly (or time-and-materials) – City staff track time and materials expense, and fees are calculated to recover actual costs.
- Actual cost – this fee is charged to recover consultant costs as billed to the City, or time and materials of staff.
- Percentage of permits – the fee is calculated as a percentage of the original permit fee.
- Other increments – fees are calculated based on increments such as number of sheets or number of set ups/take downs.

Municipal Airport

The Buckeye Municipal Airport is a key facility in the City of Buckeye, AZ. It serves as a hub for various aviation activities and offers a range of services to meet the needs of its users. The airport provides essential infrastructure for general aviation, including hangar rentals, fueling services, and maintenance facilities. Additionally, it supports flight training, recreational flying, and business travel.

The fees charged by the Airport are largely rental fees, consisting of tie-down and hangar fees. Rental fees aren't based on staff labor and don't need to be tied to cost. In other words, they can be charged based on market rates. In lieu of a cost analysis, MGT conducted a peer benchmarking survey. The results of the survey showed that on average, Buckeye Airport fees are 54% lower than their peers.

The following fee changes are proposed

- Airport Hourly Rate – increase from $50 to $80 with a 2 hour minimum
- Overtime Hourly Rate – increase from $100 to $160 with a 2 hour minimum
- Banner Towing – increase from $10 to $50
- Commercial Photography – decrease from $200 to $50
- Replacing Monthly and Daily Tie-Down helicopter fees based on size to a flat fee per helicopter: $36 per month and $9 per day

The following new fees are proposed:

- Non-Airworthy Aircraft Hanger fee – 2x the applicable hangar fee
- Gate Access Device/Key - $25
- Temporary Permit Fee - $50

All other fees are proposed to remain the same. See fee schedule in Appendix A and survey in Appendix B.

Community Services

The Community Services Department offers classes, sports programs for youths and adults, an aquatic center, parks and facilities rentals, and special events.

MGT's cost analysis was done at a higher level than that of the other departments included in this study, comparing annual program costs to annual revenues collected. It is difficult to develop a detailed cost analysis at the per-participant or per-use level with any degree of accuracy because program offerings are constantly changing due to changes in seasons, high vs. low demand levels, etc. MGT's analysis provided the department with cost recovery levels by program area.

The fees were grouped into the following categories, based on services having more community-wide benefit versus more individualized benefit:

Rentals & Permits

- Small/Medium/Large room rentals
- Pool rentals

- Field rentals, with or without lights
- Small/Medium/Large Ramada rentals
- Beer permit
- 6th Street Plaza rental
- Overnight camping
- Event booth space fees

Parks & Recreation Programs

DROP-IN ACCESS

- Open Swim
- Aqua Aerobics and Lap Swim
- Swim Pass

INTRODUCTORY LEVEL-SKILL BASED ACTIVITIES

- Swim Lessons/Swim Team
- Youth Sports Leagues
- Adult Sports Leagues
- Special Interest Classes
- Senior Classes
- Teen Activities, Dances and Programs

ADVANCED LEVEL-SKILL BASED ACTIVITIES

- Lifeguard and Water-Safety Instructor Training Class

ENRICHMENT, EDUCATION AND CULTURE ACTIVITIES

- Summer Recreation program
- Senior Field Trips

SPECIALIZED BUSINESS SERVICES

- Private Swim Lessons
- Summer Camp
- School Break Camp
- Lil' Squirts Program
- Kids BASE Before/After School Programs
- Trips for youth and teen participants

Events

- Marathon Activities

Sales

- Air Fair Parking

- VIP Experience
- Concessions

At the department's request, the direct program cost was analyzed as well as the full program cost. The direct program cost includes only the direct salaries and benefits of the staff providing services, as well as program-specific materials and contractor cost. No departmental or citywide overhead was included in the direct cost. The full cost includes the same costs, plus departmental and citywide indirect cost, as described in the "Hourly Rates" section of this report.

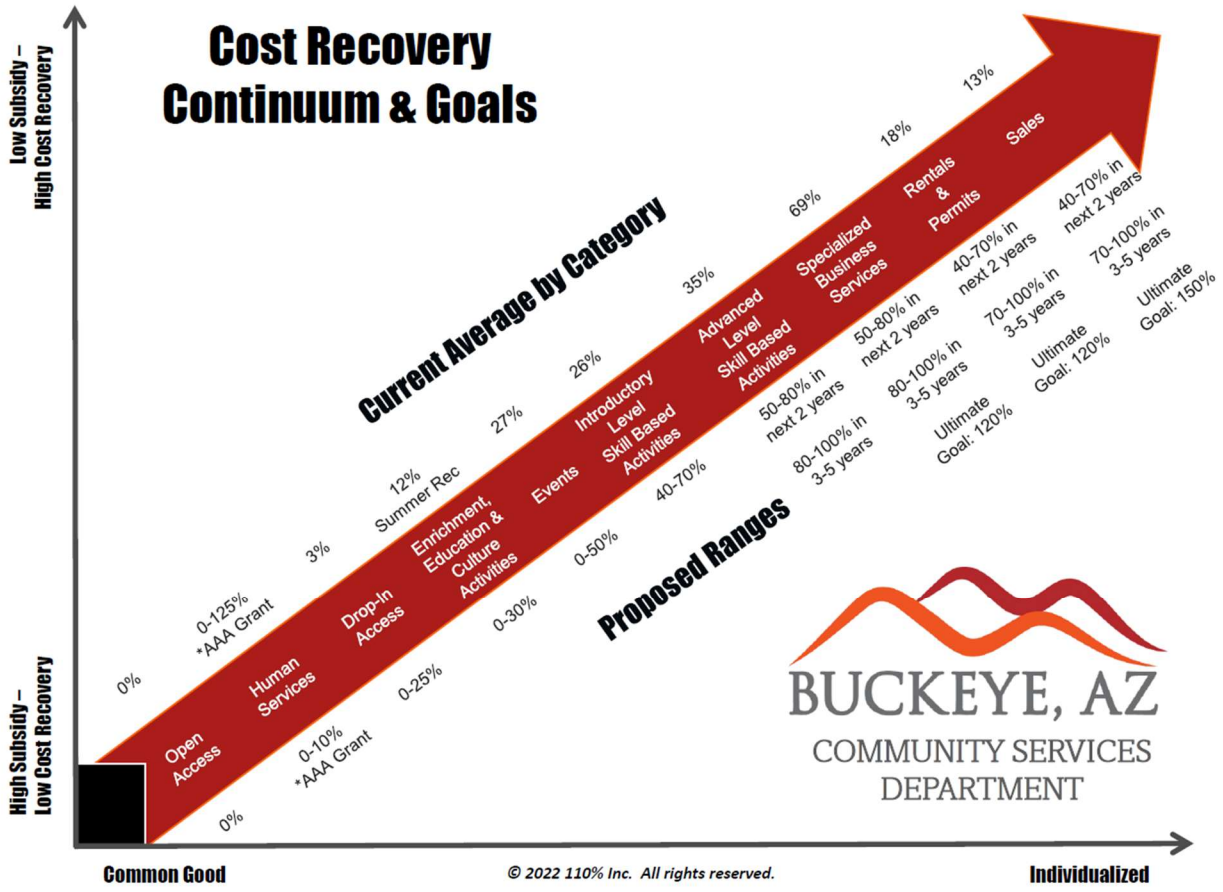
The analysis of the full program cost shows that the fee revenue for Community Services programs recovers 30% of the cost for programs with a 70% general fund subsidy. Full cost recoveries by category range from 12% to 45% See chart below.

	Revenue	Total Cost	Full Cost Recovery %
RENTALS & PERMITS	$ 168,146	$ 840,039	20%
DROP IN ACCESS	$ 56,721	$ 223,827	25%
INTRODUCTORY LEVEL - SKILL BASED ACTIVITIE	$ 574,693	$ 1,988,083	29%
ADVANCED LEVEL - SKILL BASED ACTIVITIES	$ 6,280	$ 30,263	21%
ENRICHMENT, EDUCATION & CULTURE ACTIVIT	$ 75,026	$ 299,885	25%
SPECIALIZED BUSINESS SERVICES	$ 663,770	$ 1,468,390	45%
EVENTS	$ 31,854	$ 273,768	12%
SALES	$ 59,403	$ 304,501	20%
TOTAL	$ 1,635,892	$ 5,428,756	30%

The analysis of the direct program cost shows that the fee revenue for Community Services programs recovers 47% of the cost for programs with a 53% general fund subsidy. Direct cost recoveries by category range from 26% to 146%. See chart below.

	Revenue	Direct Cost	Direct Cost Recovery %
RENTALS & PERMITS	$ 168,146	$ 452,883	37%
DROP IN ACCESS	$ 56,721	$ 195,000	29%
INTRODUCTORY LEVEL - SKILL BASED ACTIVITIE	$ 574,693	$ 1,328,263	43%
ADVANCED LEVEL - SKILL BASED ACTIVITIES	$ 6,280	$ 24,373	26%
ENRICHMENT, EDUCATION & CULTURE ACTIVIT	$ 75,026	$ 191,024	39%
SPECIALIZED BUSINESS SERVICES	$ 663,770	$ 1,128,619	59%
EVENTS	$ 31,854	$ 110,166	29%
SALES	$ 59,403	$ 40,779	146%
TOTAL	$ 1,635,892	$ 3,471,108	47%

In 2022 an outside firm recommended a policy with target cost recovery percentages for different activities and services. The activities and services were grouped into categories and arranged in a continuum with activities with more community-wide benefit having a higher subsidy and less cost recovery versus activities with more individual benefit having a lower subsidy and higher cost recovery. The department has followed these guidelines and recommended ranges of cost-recovery for each category, as shown in the chart and table below.



Category	Cost Recovery % Range
Rentals and Permits	40% - 70%
Drop-In Access	0% - 25%
Introductory Level Skill Based Activities	40% - 70%
Advanced Level Skill Based Activities	50% - 80%
Enrichment, Education and Culture Activities	0% - 30%
Specialized Business Services	50% - 80%
Events	0% - 50%
Sales	40% - 70%

Using the above cost recovery ranges, MGT's model shows how the revenue would be impacted for each program at the bottom, middle, and top of each range, for both full-cost and direct-cost of the programs. See Appendix A for details.

Development Services

Planning and Zoning

The main purpose of the Planning and Zoning division is to manage all development proposals made to the city to assure that they are consistent with the community's vision and policies as identified in the city's General Plan and the city's adopted regulations as identified in the city's Development Code. Planning staff collaborate with other departments to ensure that each proposal meets all applicable regulations and facilitates the comprehensive process from preliminary and technical meetings through to administrative, Planning and Zoning Commission and City Council. Planning staff also provides front counter customer service on planning and zoning information, zoning plan review on building and landscape permits as well as planning representation on a variety of special projects such as the Land Use Policy projects, Capital Improvement projects, Economic Development projects, Development Code updates, CDBG management and Transit planning.

The cost analysis shows that overall, Planning fees are recovering 65% of the cost for fee-related services with a 35% general fund subsidy. Although many of Planning's fees are under-recovering the cost, several are over-recovering. Planning is recommending all fees that are over-recovering cost be reduced so they don't exceed the cost of service. In addition, there are several fees that Planning recommends continue to be subsidized. These include pre-application conference meeting fees, special event temporary use permit, temporary sign permit, and the rezone from obsolete zoning district fee. The reasons for recommending subsidies range from encouraging development to reducing economic barriers to small business owners.

If Planning recommendations are approved, revenue is projected to increase by $11,098, assuming demand levels remain consistent.

Thirteen (13) fees are recommended for removal, either because they are obsolete, no longer charged, duplicates, or were consolidated with another current fee. Fees recommended for removal are:

- Due Diligence Meeting
- Discovery Meeting: 2nd Meeting and Each Subsequent Meeting
- Time Extensions Planning Commission/Council
- Written Interpretation
- General Plan Amendments per acre
- Landscape Permit
- Landscape Plans, per sheet, per review
- Rezone with overlay base fee (up to 160 acres)
- Rezone with overlay base fee plus per acre fee (161+ acres)
- Site Plan: Planning Commission base fee plus per acre
- Minor Subdivision Council

- Re-plat Council
- Variance on same lot: per additional lot

Five (5) new fee proposals were added:

- Pre-Application Conference (PAC) Meeting (for projects with 60 acres or more)
- Rezone to PAD base fee (40 acres or less)
- Rezone to PAD base fee (40+ acres)
- Rezone to PAD plus per acre fee (41+ acres)
- Amendment to site plan

See Appendix A for details of individual fees.

Building

The Building division provides plan review, inspection, and permit-issuing services to residents, developers and businesses.

The cost analysis shows that overall, Building fees are recovering 55% of the cost for fee-related services with a 45% general fund subsidy. Building is recommending all fees be set at 100% cost recovery, with the exception of the Building Demolition fee for other than single family structures. The department is recommending that fee remain the same. If fee recommendations are approved, assuming demand levels remain consistent, Building's revenue is projected to increase by $8,225,782, assuming demand remains consistent.

Ten (10) fees are recommended for removal, either because they are obsolete, no longer charged, duplicates, or were consolidated with another current fee. Fees recommended for removal are:

- Stamping of Additional Approved Plans (After Two Initial Sets)
- Photovoltaic System - Residential Standard Plan Review
- Wall Standard Plan Review
- Tract Homes (65% of Building Permit Fee per ICC), 1st and 2nd Review
- Truss Deferred – Review, Residential, 1st and 2nd Review, Per Structure
- Existing Meter Clearance (201 to 400 AMP)
- Electrical Residential, Individual Run Branch Circuit
- Fences -Block, Privacy, Wrought Iron, Chain-link, Vinyl, Wood, etc.
- Roof Replacement (Single Family Residence)
- Stucco (Single Family Residence) All other BOV

Fourteen (14) new fee proposals were added:

- Plan Reviews: Non-Residential/Commercial: Other (Based on Stated Value)
- Water Heater: Electric to Gas or Gas to Electric
- Certificate of Completion
- Change of Occupant Permit
- Stock and Train

- Temporary Certificate of Occupancy
- First Extension of TCO (61 to 120 Days) 10% of Original Building Permit Fee
- Second Extension of TCO (121 to 180 Days) 20% of Original Building Permit Fee
- Third Extension of TCO (181 to 240 Days) 30% of Original Building Permit Fee
- Product/Manufacturing Equipment Hookups (MP&E, etc.)
- Product/Material Handling
- Temporary Batch Plant
- Tanks/Silos/Process Piping
- Solar Farm

See Appendix A for details of individual fees.

Engineering Development Services

The Engineering Development Services division was previously part of the Engineering Department but is now part of the Development Services Department. The division reviews street and utility improvement plans for compliance with applicable design standards and regulations and inspects project construction to assure conformance with approved grading, drainage and storm water management plans. These services benefit the development community as well as individuals and are therefore eligible for cost recovery. In general, because these fees primarily benefit the fee payer, these fees are typically set at or close to 100% cost recovery.

The cost analysis shows that overall, Engineering fees are recovering 112% of the cost for fee-related services; however, because it was not feasible for staff to extract annual volume statistics and revenue collected for fees based on the size of the project, such as Grading Construction permits, it is more likely that Engineering is recovering less, not more, than their cost. The analysis shows that Engineering is not recovering their cost to provide Grading Construction permits and is therefore recommending fee increases for all tiers except the 500 acres or greater tier. Raising these fees to cover full costs would likely result in the overall revenue increasing, assuming fee recommendations are adopted.

Engineering is proposing to change the way some of their fees are charged, such as charging 3% of project cost for Major Infrastructure Plan Reviews instead of the hourly fee currently charged. They are also proposing to change the current hourly Master Reports fee, which includes all types of Master Reports, to individual fees for each type of report. The new fees would include a base fee, plus an hourly fee after a certain number of hours.

There are some fees for which Engineering is over-recovering their cost. Engineering is recommending these fees be lowered so as not to charge customers more than the cost of service. See Appendix A for details of individual fees

Eighteen (18) new fee proposals are recommended:

- Street Name Exhibit
- Addressing Multi-Family – base fee
- Addressing Multi-Family – plus per unit
- Address Map Additional Submittals – 4th and beyond

- Single Address
- Commercial Site Plan Addressing
- Traffic Impact Analysis
- Traffic Impact Statement
- Dry Utility Plan
- CLOMR/LOMR (Outside Consultant Cost on top of Base Fee)
- Micro-Trenching
- Traffic Signal Box Art Fee
- High-Volume Road Closure (greater than 5,000 vehicles per day)
- Nighttime - High Volume Arterial Road Closure (7PM to 6AM Only)
- Low-Volume Road Closure (Less than 5,000 vehicles per day)
- Nighttime - Low Volume Arterial Road Closure (7PM to 6AM Only)
- Lane Restriction
- Left Turn Restriction at Signal

Fire Safety

The Development Services Department provides fire safety plan reviews and inspections to ensure new construction includes safety devices such as sprinklers and alarms and meets all code requirements. In addition, they inspect businesses on a periodic and as-needed basis to ensure all fire code requirements are being complied with.

The cost analysis shows that overall, Fire fees are recovering 35% of the cost for fee-related services. If fee recommendations are approved, projected revenue will increase by $157,380, assuming demand levels remain consistent. It should be noted that Fire is recommending the City continue to subsidize fees for Fireworks displays as they typically are held at city events or schools. See individual fee details in Appendix A.

Fire is recommending nine (9) new fee proposals:

- CO2 Alarm
- Group Home
- Special Event
- UST Tank
- AST Tank
- Battery Energy Storage System
- Burn Permit
- Fire Prevention Records Request
- Fire Miscellaneous (hourly rate)

Water Resources and Utility Billing

The Water Resources and Utility Billing Department is responsible for the installation and maintenance of all residential, commercial and landscape meters within the city of Buckeye's service areas. The Meter Services Division also responds to requests for high water consumption investigations, low pressure inquiries and provides turn-on and turn-off services for residential and commercial customers.

The cost analysis shows that overall, Water fees are recovering 207% of the cost for fee-related services. The primary reason for this is the New Account Processing fee. It is currently $60 and the full cost to provide services is $27. Because of the high volume of this fee, the revenue loss will be $269,511 if the fee is adjusted to 100% of cost.

Finance – Business Licenses

The Finance Department issues business licenses and collects the revenues from the fees. Most people or companies doing business within the city limits are required to obtain a city business license which helps to ensure the reputability of people or companies doing business in the city.

Business licenses are regulatory in nature, not traditional fees for service driven by labor cost. In lieu of a cost-of-service analysis, MGT conducted a comparative survey. See Appendix B for details.

The Finance department is recommending removing nineteen (19) business license fees that are no longer issued. These are:

- Alarm Agent – Application and Agent fees
- Alarm Business – Application and Annual fees
- Carnivals, Circus and Road Shows – Application and Daily fees
- Marijuana Dispensaries – Investigation and Employee Application fees
- Massage Parlors – Employee Application fee
- Mobile Vendors – Application, Monthly, and Annual fees
- Sexually Oriented Business – Investigation and Employee Application fees
- Solicitors and Peddlers – Special Event fee
- Tattoo and Body Piercing Establishments – Employee Application, Background and Fingerprinting fees, and Late fee and Reinstatement fee

Peer Comparisons

MGT conducted a comparison of fees with five neighboring cities: Goodyear, Surprise, Peoria, Avondale, and Glendale. In addition, MGT conducted an extensive comparison of Airport fees with seven (7) neighboring municipal airports. The departments participating in the comparative survey were Airport and the Building, Planning, Engineering and Fire divisions of Development Services, and Finance. Comparison surveys do not often provide an exact apples-to-apples comparison for each fee, but they can assist in providing guidance when departments make their fee recommendations.

Survey details and results can be found in Appendix B.

Recommendations

MGT recommends that the City continue to analyze its fees and charges, either by staff or outside consultants, to build on its investment in this cost-of-service analysis. Once the commitment is made to understand the full cost of providing services, it is important to review and update the analysis to keep pace with changes in service delivery, staffing changes, and demand levels.

Most agencies ask us at the conclusion of the study: how often should this type of study be undertaken? Our advice is to perform this detailed analysis at least every three but not more than five years, with minor adjustments in the non-study years (to keep pace with economic impacts). MGT recommends the City apply an inflation adjustment to fees annually, based on CPI or COLA, to keep pace with inflation. The industry best practice is to apply this index once per year as part of the City's annual budget process. This is particularly helpful once an agency has chosen to adopt a cost recovery policy – whether 100% of the cost or something less – to keep fees at the desired level.

MGT also recommends that our clients consider a phase-in approach to some fees where the increase necessary to reach the proposed recovery level is so high that a one-year implementation is cost prohibitive.

Appendix A – User Fee Results

The following pages show the individual fee study results.

Municipal Airport

BUCKEYE MUNICIPAL AIRPORT RATES AND FEES SCHEDULE		
	Current Fee	**Proposed Fee**
Based Monthly Tiedowns		
Single Engine	$36.00	$36.00
Twin Engine	$45.00	$45.00
Turboprop	$75.00	$75.00
Jet	$90.00	$90.00
Helicopter <12,500 lbs	$36.00	None
Helicopter >12,500 lbs	$50.00	None
Helicopter – Twin Rotor	$100.00	None
Helicopter	None	$36.00
Transient Daily Tiedowns		
Single Engine	$6.00	$6.00
Twin Engine	$8.00	$8.00
Turboprop	$10.00	$10.00
Jet	$12.00	$12.00
Helicopter <12,500 lbs	$6.00	None
Helicopter >12,500 lbs	$9.00	None
Helicopter – Twin Rotor	$10.00	None
Helicopter	None	$9.00
Based Monthly Covered Tiedown		
Small – Monthly	$45.00	$45.00
Large – Monthly	$75.00	$75.00
Transient Daily Covered Tiedown		
Small – Daily	$7.00	None
Large – Daily	$12.00	None
Based Monthly Hangar		
T-Hangar	$175	$175
Conventional Hangar	$0.25	$0.25
Non-Airworthy Aircraft		
Hangar Fee	None	2 times applicable fee above
Land Lease		
Application Fee	$150.00	$150.00
Land $/SF	Negotiated Rate	Negotiated Rate
Monthly Vehicle Parking		
Tenant Vehicle/Trailer >3 days	None	$25.00
Access Device/Key		

Gate Access/Key	None	$25.00
Gate Access/Key Replacement	None	$35.00
Airport Business Permit		
Annual Permit Fee	$150.00	$150.00
Temporary Permit Fee	None	$50.00
Fuel Flowage Fee		
Per Gallon Delivered	$0.08	$0.08
Administrative Fees		
Airport Hourly Rate – 2 hr min	$50.00	$80.00
Overtime Hourly Rate – 2 hr min	$100.00	$160.00
Late Fee	$15.00	$15.00
Returned Check Fee	$50.00	$50.00
Airport Damage	Actual	Actual
Aircraft Removal	Actual	Actual
Miscellaneous Fees		
Banner Towing	$10.00	$50.00
Commercial Photography	$200.00	$50.00

Community Services

Full Cost of Programs

Community Services

2024

	Current				Recommendations									
Service Name	Annual Program Revenue	Annual Full Program Cost	Full Cost Recovery %	Subsidy	Cost Recovery Range	Bottom Range Recovery %	Revenue at Bottom Recovery Range	Mid-Range Recovery %	Revenue at Mid Recovery Range	Top Range Recovery %	Revenue at Top Recovery Range	Increased Revenue Bottom Recovery	Increased Revenue Mid Recovery	Increased Revenue Top Recovery
RENTALS & PERMITS														
Small Room Rental (20 people or less)	$ 7,908	$ 49,030	16%	$ 41,122	40%-70%	40%	$ 19,612	55%	$ 26,966	70%	$ 34,321	$ 11,704	$ 19,059	$ 26,413
Medium Room Rental (21-70 person capacity)	$ 2,190	$ 13,578	16%	$ 11,388	40%-70%	40%	$ 5,431	55%	$ 7,468	70%	$ 9,505	$ 3,241	$ 5,278	$ 7,315
Large Room Rental (more than 70 people)	$ 5,618	$ 34,832	16%	$ 29,215	40%-70%	40%	$ 13,933	55%	$ 19,158	70%	$ 24,383	$ 8,315	$ 13,540	$ 18,765
Pool Rentals	$ 17,143	$ 68,447	25%	$ 51,304	40%-70%	40%	$ 27,379	55%	$ 37,646	70%	$ 47,913	$ 10,236	$ 20,503	$ 30,770
Field Rental without lights	$ -	$ 44,502	0%	$ 44,502	40%-70%	40%	$ 17,801	55%	$ 24,476	70%	$ 31,151	$ 17,801	$ 24,476	$ 31,151
Field Rental with lights	$ -	$ 21,455	0%	$ 21,455	40%-70%	40%	$ 8,582	55%	$ 11,800	70%	$ 15,018	$ 8,582	$ 11,800	$ 15,018
Small Ramada Rental (4-hour block)	$ 10,370	$ 29,276	35%	$ 18,906	40%-70%	40%	$ 11,710	55%	$ 16,102	70%	$ 20,493	$ 1,340	$ 5,732	$ 10,123
Medium Size Ramada (4-hour block)	$ 7,052	$ 19,909	35%	$ 12,857	40%-70%	40%	$ 7,964	55%	$ 10,950	70%	$ 13,936	$ 911	$ 3,898	$ 6,884
Large Size Ramada (4-hour block)	$ 8,165	$ 19,909	41%	$ 11,744	40%-70%	40%	$ 7,964	55%	$ 10,950	70%	$ 13,936	$ (201)	$ 2,785	$ 5,772
Beer Permit	$ -	$ 147,808	0%	$ 147,808	40%-70%	40%	$ 59,123	55%	$ 81,294	70%	$ 103,466	$ 59,123	$ 81,294	$ 103,466
6th Street Plaza (Excludes Event Lawn)	$ -	$ 23,708	0%	$ 23,708	40%-70%	40%	$ 9,483	55%	$ 13,040	70%	$ 16,596	$ 9,483	$ 13,040	$ 16,596
Overnight Camping	$ 14,280	$ 33,811	42%	$ 19,531	40%-70%	40%	$ 13,524	55%	$ 18,596	70%	$ 23,667	$ (756)	$ 4,316	$ 9,387
Event Booth Space Fees	$ 95,420	$ 333,773	29%	$ 238,354	40%-70%	40%	$ 133,509	55%	$ 183,575	70%	$ 233,641	$ 38,090	$ 88,156	$ 138,222
DROP IN ACCESS														
Open Swim	$ 48,050	$ 158,366	30%	$ 110,317	0%-25%	0%	$ -	12.5%	$ 19,796	25%	$ 39,592	$ (48,050)	$ (28,254)	$ (8,458)
Aqua Aerobics & Lap Swim	$ 616	$ 46,343	1%	$ 45,727	0%-25%	0%	$ -	12.5%	$ 5,793	25%	$ 11,586	$ (616)	$ 5,177	$ 10,970
Swim Pass	$ 8,055	$ 19,118	42%	$ 11,063	0%-25%	0%	$ -	12.5%	$ 2,390	25%	$ 4,779	$ (8,055)	$ (5,665)	$ (3,276)
INTRODUCTORY LEVEL - SKILL BASED ACTIVITIES														
Swim Lessons / Swim Team	$ 49,688	$ 241,249	21%	$ 191,562	40%-70%	50%	$ 120,625	65%	$ 156,812	80%	$ 192,999	$ 70,937	$ 107,124	$ 143,312
Youth Sports Leagues	$ 242,404	$ 419,637	58%	$ 177,233	40%-70%	40%	$ 167,855	55%	$ 230,801	70%	$ 293,746	$ (74,549)	$ (11,603)	$ 51,342
Adult Sports Leagues	$ 12,830	$ 102,788	12%	$ 89,958	40%-70%	40%	$ 41,115	55%	$ 56,534	70%	$ 71,952	$ 28,285	$ 43,704	$ 59,122
Special Interest Classes	$ 264,923	$ 1,117,986	24%	$ 853,063	40%-70%	50%	$ 558,993	65%	$ 726,691	80%	$ 894,388	$ 294,070	$ 461,768	$ 629,465
Senior Classes	$ 3,643	$ 103,406	4%	$ 99,763	40%-70%	40%	$ 41,362	55%	$ 56,873	70%	$ 72,384	$ 37,719	$ 53,230	$ 68,741
Teen Activities, Dances and Programs	$ 1,205	$ 3,017	40%	$ 1,812	40%-70%	40%	$ 1,207	55%	$ 1,659	70%	$ 2,112	$ 2	$ 454	$ 907

City of Buckeye, AZ
Community Services
2024

	Current				Recommendations									
Service Name	Annual Program Revenue	Annual Full Program Cost	Full Cost Recovery %	Subsidy	Cost Recovery Range	Bottom Range Recovery %	Revenue at Bottom Recovery Range	Mid-Range Recovery %	Revenue at Mid Recovery Range	Top Range Recovery %	Revenue at Top Recovery Range	Increased Revenue Bottom Recovery	Increased Revenue Mid Recovery	Increased Revenue Top Recovery
ADVANCED LEVEL - SKILL BASED ACTIVITIES														
Lifeguard & Water Safety Instructor Training	$ 6,280	$ 30,263	21%	$ 23,983	50%-80%	50%	$ 15,132	65%	$ 19,671	80%	$ 24,211	$ 8,852	$ 13,391	$ 17,931
ENRICHMENT, EDUCATION & CULTURE ACTIVITIES														
Summer Recreation Program	$ 70,873	$ 196,060	36%	$ 125,187	0%-30%	0%	$ -	15%	$ 29,409	30%	$ 58,818	$ (70,873)	$ (41,464)	$ (12,055)
Senior Field Trips	$ 4,153	$ 103,825	4%	$ 99,672	0%-30%	0%	$ -	15%	$ 15,574	30%	$ 31,148	$ (4,153)	$ 11,421	$ 26,995
SPECIALIZED BUSINESS SERVICES														
Private Swim Lessons	$ 4,340	$ 27,902	16%	$ 23,562	50%-80%	50%	$ 13,951	65%	$ 18,137	80%	$ 22,322	$ 9,611	$ 13,796	$ 17,981
Summer Camp	$ 119,571	$ 242,821	49%	$ 123,250	50%-80%	40%	$ 97,128	55%	$ 133,552	70%	$ 169,975	$ (22,443)	$ 13,980	$ 50,403
School Break Camp	$ 50,968	$ 77,596	66%	$ 26,628	50%-80%	50%	$ 38,798	65%	$ 50,437	80%	$ 62,077	$ (12,170)	$ (530)	$ 11,109
Lil' Squirts Program	$ 75,102	$ 211,040	36%	$ 135,938	50%-80%	50%	$ 105,520	65%	$ 137,176	80%	$ 168,832	$ 30,418	$ 62,074	$ 93,730
Kids BASE Before/After School Program	$ 412,583	$ 876,014	47%	$ 463,431	50%-80%	50%	$ 438,007	65%	$ 569,409	80%	$ 700,811	$ 25,424	$ 156,826	$ 288,228
Trips for Youth and Teen participants	$ 1,205	$ 33,017	4%	$ 31,812	50%-80%	50%	$ 16,508	65%	$ 21,461	80%	$ 26,413	$ 15,303	$ 20,256	$ 25,208
EVENTS														
Marathon Activities	$ 31,854	$ 273,768	12%	$ 241,914	0%-50%	0%	$ -	25%	$ 68,442	50%	$ 136,884	$ (31,854)	$ 36,588	$ 105,030
SALES														
Air Fair Parking	$ 6,881	$ 99,952	7%	$ 93,072	40%-70%	40%	$ 39,981	55%	$ 54,974	70%	$ 69,967	$ 33,100	$ 48,093	$ 63,086
VIP Experience	$ 21,777	$ 189,081	12%	$ 167,304	40%-70%	40%	$ 75,633	55%	$ 103,995	70%	$ 132,357	$ 53,856	$ 82,218	$ 110,580
Concessions	$ 30,746	$ 15,467	199%	$ (15,279)	40%-70%	40%	$ 6,187	55%	$ 8,507	70%	$ 10,827	$ (24,559)	$ (22,239)	$ (19,919)
Total User Fees	$1,635,892	$5,428,756		$3,792,864			$2,114,017		$2,950,112		$3,786,206	$478,125	$1,314,220	$2,150,314
% of Full Cost		30%		70%			39%		54%		70%	29%	80%	131%

Direct Cost of Programs (No Indirect Cost)

City of Buckeye, AZ
Community Services
2024

	Current					Recommendations									
Service Name	Annual Program Revenue	Annual Direct Program Cost	Direct Cost Recovery %	Full Cost Recovery %	Direct Cost Subsidy	Cost Recovery Range	Bottom Range Recovery %	Revenue at Bottom Recovery Range	Mid-Range Recovery %	Revenue at Mid Recovery Range	Top Range Recovery %	Revenue at Top Recovery Range	Increased Revenue Bottom Recovery	Increased Revenue Mid Recovery	Increased Revenue Top Recovery
RENTALS & PERMITS															
Small Room Rental (20 people or less)	$ 7,908	$ 24,638	32%	16%	$ 16,731	40%-70%	40%	$ 19,612	55%	$ 13,551	70%	$ 17,247	$ 11,704	$ 5,643	$ 9,339
Medium Room Rental (21-70 person capacity)	$ 2,190	$ 6,823	50%	16%	$ 4,633	40%-70%	40%	$ 5,431	55%	$ 3,753	70%	$ 4,776	$ 3,241	$ 1,563	$ 2,586
Large Room Rental (more than 70 people)	$ 5,618	$ 17,504	50%	16%	$ 11,886	40%-70%	40%	$ 13,933	55%	$ 9,627	70%	$ 12,253	$ 8,315	$ 4,009	$ 6,635
Pool Rentals	$ 17,143	$ 50,828	74%	25%	$ 33,685	40%-70%	40%	$ 27,379	55%	$ 27,955	70%	$ 35,579	$ 10,236	$ 10,812	$ 18,436
Field Rental without lights	$ -	$ 22,363	50%	0%	$ 22,363	40%-70%	40%	$ 17,801	55%	$ 12,300	70%	$ 15,654	$ 17,801	$ 12,300	$ 15,654
Field Rental with lights	$ -	$ 10,781	50%	0%	$ 10,781	40%-70%	40%	$ 8,582	55%	$ 5,930	70%	$ 7,547	$ 8,582	$ 5,930	$ 7,547
Small Ramada Rental (4-hour block)	$ 10,370	$ 14,712	50%	35%	$ 4,341	40%-70%	40%	$ 11,710	55%	$ 8,091	70%	$ 10,298	$ 1,340	$ (2,279)	$ (72)
Medium Size Ramada (4-hour block)	$ 7,052	$ 10,005	50%	35%	$ 2,952	40%-70%	40%	$ 7,964	55%	$ 5,503	70%	$ 7,003	$ 911	$ (1,550)	$ (49)
Large Size Ramada (4-hour block)	$ 8,165	$ 10,005	50%	41%	$ 1,840	40%-70%	40%	$ 7,964	55%	$ 5,503	70%	$ 7,003	$ (201)	$ (2,662)	$ (1,162)
Beer Permit	$ -	$ 74,276	50%	0%	$ 74,276	40%-70%	40%	$ 59,123	55%	$ 40,852	70%	$ 51,993	$ 59,123	$ 40,852	$ 51,993
6th Street Plaza (Excludes Event Lawn)	$ -	$ 11,914	50%	0%	$ 11,914	40%-70%	40%	$ 9,483	55%	$ 6,553	70%	$ 8,340	$ 9,483	$ 6,553	$ 8,340
Overnight Camping	$ 14,280	$ 16,990	50%	42%	$ 2,710	40%-70%	40%	$ 13,524	55%	$ 9,345	70%	$ 11,893	$ (756)	$ (4,935)	$ (2,387)
Event Booth Space Fees	$ 95,420	$ 167,726	50%	29%	$ 72,307	40%-70%	40%	$ 133,509	55%	$ 92,249	70%	$ 117,408	$ 38,090	$ (3,170)	$ 21,989
DROP IN ACCESS															
Open Swim	$ 48,050	$ 140,103	88%	30%	$ 92,053	0%-25%	0%	$ -	12.5%	$ 17,513	25%	$ 35,026	$ (48,050)	$ (30,537)	$ (13,024)
Aqua Aerobics & Lap Swim	$ 616	$ 41,629	90%	1%	$ 41,013	0%-25%	0%	$ -	12.5%	$ 5,204	25%	$ 10,407	$ (616)	$ 4,588	$ 9,791
Swim Pass	$ 8,055	$ 13,268	69%	42%	$ 5,213	0%-25%	0%	$ -	12.5%	$ 1,659	25%	$ 3,317	$ (8,055)	$ (6,396)	$ (4,738)
INTRODUCTORY LEVEL - SKILL BASED ACTIVITIES															
Swim Lessons / Swim Team	$ 49,688	$ 187,287	78%	21%	$ 137,599	40%-70%	50%	$ 93,643	65%	$ 121,736	80%	$ 149,829	$ 43,956	$ 72,049	$ 100,142
Youth Sports Leagues	$ 242,404	$ 298,993	71%	58%	$ 56,589	40%-70%	40%	$ 119,597	55%	$ 164,446	70%	$ 209,295	$ (122,807)	$ (77,958)	$ (33,109)
Adult Sports Leagues	$ 12,830	$ 81,053	79%	12%	$ 68,223	40%-70%	40%	$ 32,421	55%	$ 44,579	70%	$ 56,737	$ 19,591	$ 31,749	$ 43,907
Special Interest Classes	$ 264,923	$ 706,026	63%	24%	$ 441,103	40%-70%	50%	$ 353,013	65%	$ 458,917	80%	$ 564,821	$ 88,090	$ 193,994	$ 299,898
Senior Classes	$ 3,643	$ 51,888	50%	4%	$ 48,245	40%-70%	40%	$ 20,755	55%	$ 28,538	70%	$ 36,321	$ 17,112	$ 24,895	$ 32,678
Teen Activities, Dances and Programs	$ 1,205	$ 3,017	100%	40%	$ 1,812	40%-70%	40%	$ 1,207	55%	$ 1,659	70%	$ 2,112	$ 2	$ 454	$ 907

City of Buckeye, AZ
Community Services
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	Current					Recommendations									
Service Name	Annual Program Revenue	Annual Direct Program Cost	Direct Cost Recovery %	Full Cost Recovery %	Direct Cost Subsidy	Cost Recovery Range	Bottom Range Recovery %	Revenue at Bottom Recovery Range	Mid-Range Recovery %	Revenue at Mid Recovery Range	Top Range Recovery %	Revenue at Top Recovery Range	Increased Revenue Bottom Recovery	Increased Revenue Mid Recovery	Increased Revenue Top Recovery
ADVANCED LEVEL - SKILL BASED ACTIVITIES															
Lifeguard & Water Safety Instructor Training	$ 6,280	$ 24,373	81%	21%	$ 18,093	50%-80%	50%	$ 12,187	65%	$ 15,843	80%	$ 19,499	$ 5,907	$ 9,563	$ 13,219
ENRICHMENT, EDUCATION & CULTURE ACTIVITIES															
Summer Recreation Program	$ 70,873	$ 138,926	71%	36%	$ 68,053	0%-30%	0%	$ -	15%	$ 20,839	30%	$ 41,678	$ (70,873)	$ (50,034)	$ (29,195)
Senior Field Trips	$ 4,153	$ 52,098	50%	4%	$ 47,945	0%-30%	0%	$ -	15%	$ 7,815	30%	$ 15,629	$ (4,153)	$ 3,662	$ 11,476
SPECIALIZED BUSINESS SERVICES															
Private Swim Lessons	$ 4,340	$ 23,188	83%	16%	$ 18,848	50%-80%	50%	$ 11,594	65%	$ 15,072	80%	$ 18,551	$ 7,254	$ 10,732	$ 14,210
Summer Camp	$ 119,571	$ 195,077	80%	49%	$ 75,506	50%-80%	40%	$ 78,031	55%	$ 107,292	70%	$ 136,554	$ (41,541)	$ (12,279)	$ 16,982
School Break Camp	$ 50,968	$ 57,245	74%	66%	$ 6,277	50%-80%	50%	$ 28,622	65%	$ 37,209	80%	$ 45,796	$ (22,345)	$ (13,759)	$ (5,172)
Lil' Squirts Program	$ 75,102	$ 160,822	76%	36%	$ 85,720	50%-80%	50%	$ 80,411	65%	$ 104,534	80%	$ 128,657	$ 5,309	$ 29,432	$ 53,555
Kids BASE Before/After School Program	$ 412,583	$ 659,270	75%	47%	$ 246,687	50%-80%	50%	$ 329,635	65%	$ 428,526	80%	$ 527,416	$ (82,948)	$ 15,943	$ 114,833
Trips for Youth and Teen participants	$ 1,205	$ 33,017	100%	4%	$ 31,812	50%-80%	50%	$ 16,508	65%	$ 21,461	80%	$ 26,413	$ 15,303	$ 20,256	$ 25,208
EVENTS															
Marathon Activities	$ 31,854	$ 57,072	21%	12%	$ 25,218	0%-50%	0%	$ -	25%	$ 14,268	50%	$ 28,536	$ (31,854)	$ (17,586)	$ (3,318)
SALES															
Air Fair Parking	$ 6,881	$ 53,095	13%	7%	$ 46,214	40%-70%	40%	$ 21,238	55%	$ 29,202	70%	$ 37,166	$ 14,357	$ 22,321	$ 30,286
VIP Experience	$ 21,777	$ 40,779	22%	12%	$ 19,002	40%-70%	40%	$ 16,311	55%	$ 22,428	70%	$ 28,545	$ (5,465)	$ 651	$ 6,768
Concessions	$ 30,746	$ 15,467	199%	199%	$ (15,279)	40%-70%	40%	$ 6,187	55%	$ 8,507	70%	$ 10,827	$ (24,559)	$ (22,239)	$ (19,919)
Total User Fees	$1,635,892	$3,472,256			$1,836,364			$1,557,376		$1,918,457		$2,440,128	-$78,515	$282,566	$804,236
% of Full Cost		47%			53%			45%		55%		70%	-5%	17%	49%

Development Services - Planning

City of Buckeye
Dev. Services - Entitlement, Vertical Const., & General
FY 2024

				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
1	PLANNING FEES													
2	PLANNING ADMINISTRATIVE FEES													
3	Annexation	No charge	-	$ -	$ 1,575	0%	$ -	$ -	$ -	0%	$ -	$ -	$ -	$ -
4	Pre Application Conference (PAC) Meeting (for projects with less than 360 acres)	Flat Fee	107	$ 500	$ 2,439	20%	$ 260,984	$ 53,500	$ 207,484	20%	$ 500	$ 53,500	$ -	$ 207,484
4.1	Pre Application Conference (PAC) Meeting (for projects with 360 acres or more)	New Flat Fee	-	$ -	$ 2,797	0%	$ -	$ -	$ -	36%	$ 1,000	$ -	$ -	$ -
5	*Due Diligence Meeting*	Remove	-	$ 500										
6	Discovery Meeting 1st Meeting	Flat Fee	3	$ 1,000	$ 2,187	46%	$ 7,289	$ 3,333	$ 3,955	91%	$ 1,980	$ 6,600	$ 3,267	$ 689
7	*Discovery Meeting 2nd Meeting and Each Subsequent Meeting*	Remove	-	$ 500										
8	Zoning Verification Letter	Flat Fee	23	$ 350	$ 313	112%	$ 7,293	$ 8,167	$ (874)	96%	$ 300	$ 7,000	$ (1,167)	$ 293
9	Planning Consultation Meeting, one hour minimum, 30 minute increments thereafter	Hourly	1	$ 160	$ 102	156%	$ 102	$ 160	$ (58)	98%	$ 100	$ 100	$ (60)	$ 2
10	Applicant Initiated Continuance Request	Flat Fee	-	$ 365	$ 512	71%	$ -	$ -	$ -	98%	$ 500	$ -	$ -	$ -
11	Modification of Stipulations (Applicant Initiated)	Flat Fee	-	$ 1,010	$ 847	119%	$ -	$ -	$ -	100%	$ 845	$ -	$ -	$ -
12	Time Extension	Flat Fee	137	$ 240	$ 252	95%	$ 34,539	$ 32,880	$ 1,659	99%	$ 250	$ 34,250	$ 1,370	$ 289
13	*Time Extensions Planning Commission/Council*	Remove	-	$ 470										
14	*Written Interpretation*	Remove	-	$ 500										
15	APPEALS													
16	Appeal of Administrative or Planning Commission Decision	Flat Fee	-	$ 500	$ 1,243	40%	$ -	$ -	$ -	100%	$ 1,240	$ -	$ -	$ -
17	USE PERMITS & SIGNS													
18	Conditional Use Permit without Site Plan	Flat Fee	2	$ 1,600	$ 1,677	95%	$ 2,515	$ 2,400	$ 115	95%	$ 1,600	$ 2,400	$ -	$ 115
19	Conditional Use Permit with Site Plan	Flat Fee	2	$ 5,175	$ 4,491	115%	$ 8,983	$ 10,350	$ (1,367)	100%	$ 4,500	$ 9,000	$ (1,350)	$ (17)
20	Special Event Temporary Use Permit (Setup)	Flat fee	11	$ 100	$ 599	17%	$ 6,589	$ 1,100	$ 5,489	17%	$ 100	$ 1,100	$ -	$ 5,489
21	Temporary Sign Permit	Flat Fee	1	$ 50	$ 157	32%	$ 157	$ 50	$ 107	64%	$ 100	$ 100	$ 50	$ 57
22	Comprehensive Sign Plan Administrative	Flat Fee	-	$ 1,095	$ 1,112	99%	$ -	$ -	$ -	100%	$ 1,112	$ -	$ -	$ -
23	Comprehensive Sign Plan Planning Commission	Flat Fee	4	$ 1,690	$ 1,660	102%	$ 6,641	$ 6,760	$ (119)	99%	$ 1,650	$ 6,600	$ (160)	$ 41
24	Comprehensive Sign Plan Amendment	Flat Fee	1	$ 665	$ 722	92%	$ 722	$ 665	$ 57	97%	$ 700	$ 700	$ 35	$ 22
25	DESIGN REVIEW													
26	Residential Design Review	Flat Fee	11	$ 780	$ 784	99%	$ 8,625	$ 8,580	$ 45	99%	$ 780	$ 8,580	$ -	$ 45
27	Commercial Design Review	Flat Fee	10	$ 460	$ 554	83%	$ 5,543	$ 4,600	$ 943	100%	$ 555	$ 5,550	$ 950	$ (7)
28	Residential or Commercial Design Review Amendment	Flat Fee	4	$ 460	$ 554	83%	$ 2,217	$ 1,840	$ 377	100%	$ 555	$ 2,220	$ 380	$ (3)
29	Planning Unit Plan base fee, plus	Base Fee	1	$ 6,355	$ 5,538	115%	$ 5,538	$ 6,355	$ (817)	100%	$ 5,520	$ 5,520	$ (835)	$ 18
30	Planning Unit Plan Per acre	per acre	-	$ 27	$ -	0%	$ -	$ -	$ -	0%	$ -	$ -	$ -	$ -
31	Planning Unit Plan Amendments base fee plus per acre	per acre	-	$ 5,280	$ 4,169	127%	$ -	$ -	$ -	100%	$ 4,165	$ -	$ -	$ -
32	DEVELOPMENT CODE AMENDMENTS													
33	Development Code Amendment (Applicant Initiated)	Flat Fee	-	$ 2,500	$ 3,404	73%	$ -	$ -	$ -	98%	$ 3,330	$ -	$ -	$ -
34	GENERAL PLAN AMENDMENTS													
35	General Plan Amendments, Major	Flat Fee	2	$ 4,710	$ 5,974	79%	$ 11,948	$ 9,420	$ 2,528	99%	$ 5,900	$ 11,800	$ 2,380	$ 148
36	*General Plan Amendments per acre*	Remove	5	$ -										
37	General Plan Amendments, Minor	Flat Fee	3	$ 3,355	$ 3,064	109%	$ 10,214	$ 11,183	$ (969)	100%	$ 3,064	$ 10,214	$ (969)	$ -
38	LANDSCAPE													
39	*Landscape Permit*	Remove	-	$ -										
40	Native Plant Inventory and Native Plant Salvage Permit base fee	Flat Fee	44	$ 60	$ 433	14%	$ 19,070	$ 2,640	$ 16,430	100%	$ 435	$ 19,140	$ 16,500	$ (70)
43	*Landscape Plans, per sheet, per review*	Remove	-	$ 150										
44	Native Plant Inventory and Native Plant Salvage Plan Review per sheet	per sheet	-	$ 40	$ 433	9%	$ -	$ -	$ -	100%	$ 435	$ -	$ -	$ -

MGT

City of Buckeye
Dev. Services - Entitlement, Vertical Const., & General
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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
45	**REZONES**													
46	*Rezone with overlay base fee (up to 160 acres)*	Remove	-	$ 6,560										
47	*Rezone with overlay base fee plus per acre fee (for 161 + acres)*	Remove	-	$ 3										
48	Rezone to PAD base fee (for 40 acres or less)	New Base Fee	-	$ -	$ 3,940	0%	$ -	$ -	$ -	100%	$ 3,930	$ -	$ -	$ -
49	Rezone to PAD base fee (for 40+ acres)	New Base fee	-	$ -	$ 7,880	0%	$ -	$ -	$ -	100%	$ 7,860	$ -	$ -	$ -
49.1	Rezone to PAD plus per acre fee (for 41+ acres)	New per acre	-	$ -	$ 2.72	0%	$ -	$ -	$ -	100%	$ 3	$ -	$ -	$ -
50	Rezoning (non PAD)	Flat Fee	9	$ 2,780	$ 2,963	94%	$ 26,669	$ 25,020	$ 1,649	98%	$ 2,895	$ 26,055	$ 1,035	$ 614
51	Major amendments to PAD/CMP including PAD/CMPs with overlays base fee (up to 160 acres)	Base Fee	4	$ 4,920	$ 6,571	75%	$ 22,997	$ 17,220	$ 5,777	100%	$ 6,555	$ 22,943	$ 5,723	$ 55
52	Major amendments to PAD/CMP including PAD/CMPs with overlays base fee plus per acre fee (for 161 + acres)	per acre	-	$ 1	$ 1.82	55%	$ -	$ -	$ -	55%	$ 1	$ -	$ -	$ -
53	Minor Amendment to PAD/CMP including PAD/CMPs with overlays	Flat Fee	2	$ 1,750	$ 3,239	54%	$ 7,558	$ 4,083	$ 3,475	88%	$ 2,855	$ 6,662	$ 2,578	$ 896
54	Rezone from obsolete zoning district – from PR zoning to any new single family zoning district and from GC to any zoning district (with the exception of I-2)	No charge	-	$ -	$ 3,244	0%	$ -	$ -	$ -	0%	$ -	$ -	$ -	$ -
55	**SITE PLANS**													
56	Site Plan base fee	Base Fee	11	$ 3,785	$ 3,517	108%	$ 37,518	$ 40,373	$ (2,855)	100%	$ 3,517	$ 37,518	$ (2,855)	$ -
57	Site Plan per acre fee	per acre	10	$ 25	$ 48	52%	$ 467	$ 242	$ 226	103%	$ 50	$ 483	$ 242	$ (16)
58	*Site Plan: Planning Commission base fee plus per acre*	Remove	17	$ 5,175										
59	Concept Site Plan review (AREOD)	Flat Fee	1	$ 970	$ 2,943	33%	$ 2,943	$ 970	$ 1,973	100%	$ 2,943	$ 2,943	$ 1,973	$ -
60	Amendment to site plan	Flat Fee	8	$ 1,605	$ 1,937	83%	$ 16,139	$ 13,375	$ 2,764	97%	$ 1,870	$ 15,583	$ 2,208	$ 556
61	Amendment to site plan	New Fee	-	$ -	$ 3,276	0%	$ -	$ -	$ -	100%	$ 3,276	$ -	$ -	$ -
63	**DIVISION OF PROPERTY**													
64	Abandonment of Right-of-Way	Flat Fee	1	$ 1,100	$ 1,713	64%	$ 1,713	$ 1,100	$ 613	100%	$ 1,710	$ 1,710	$ 610	$ 3
65	Map of Dedication	Flat Fee	6	$ 2,000	$ 2,543	79%	$ 16,104	$ 12,667	$ 3,437	100%	$ 2,540	$ 16,087	$ 3,420	$ 17
66	Corrective Plat or Affidavit (Applicant Initiated)	Flat Fee	-	$ 790	$ 1,163	68%	$ -	$ -	$ -	100%	$ 1,160	$ -	$ -	$ -
67	Lot Split / Lot Combination	Flat Fee	1	$ 1,000	$ 1,342	75%	$ 1,342	$ 1,000	$ 342	100%	$ 1,340	$ 1,340	$ 340	$ 2
68	Minor Subdivision	Flat Fee	6	$ 1,520	$ 1,880	81%	$ 11,277	$ 9,120	$ 2,157	100%	$ 1,875	$ 11,250	$ 2,130	$ 27
69	*Minor Subdivision Council*	Remove	3	$ 1,870										
70	**PRELIMINARY PLATS**													
71	Preliminary Plats Base Application Fee, Plus	Base Fee	6	$ 5,000	$ 4,019	124%	$ 24,115	$ 30,000	$ (5,885)	98%	$ 3,940	$ 23,640	$ (6,360)	$ 475
72	Preliminary Plats Per Lot Fee	Per Lot	6	$ 25	$ 35	71%	$ 211	$ 150	$ 61	100%	$ 35	$ 211	$ 61	$ -
73	**FINAL PLATS**													
74	Final Plat base fee	Flat Fee	23	$ 3,990	$ 3,062	130%	$ 70,422	$ 91,770	$ (21,348)	98%	$ 3,000	$ 69,000	$ (22,770)	$ 1,422
75	Final Plat plus per lot	Per Lot	21	$ 25	$ 35	71%	$ 737	$ 525	$ 212	100%	$ 35	$ 737	$ 212	$ -
76	**RE-PLATS**													
77	Re-plat	Flat Fee	9	$ 1,520	$ 1,764	86%	$ 15,872	$ 13,680	$ 2,192	100%	$ 1,760	$ 15,840	$ 2,160	$ 32
78	*Re-plat Council*	Remove	3	$ 1,870										
79	**VARIANCES**													
80	Variance Fee	Base Fee	-	$ 915	$ 2,192	42%	$ -	$ -	$ -	100%	$ 2,190	$ -	$ -	$ -
81	*Variance on same lot per additional*	Remove	-	$ 700										

Development Services - Building

City of Buckeye
Dev. Services - Entitlement, Vertical Const., & General
FY 2024

				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
82.3	**BUILDING SAFETY, VERTICAL CONSTRUCTION**													
83	**ADMINISTRATIVE FEES**													
84	Subsequent Reviews, 3rd review and beyond	Hourly	141	$ 130	$ 246	53%	$ 34,735	$ 18,330	$ 16,405	100%	$ 246	$ 34,735	$ 16,405	$ -
85	Revised BOV permits	Hourly	7	$ 130	$ 246	53%	$ 1,642	$ 867	$ 776	100%	$ 246	$ 1,642	$ 776	$ -
86	Building Board of Appeals, Per Appeal	Per Appeal	-	$ 1,575	$ 3,680	43%	$ -	$ -	$ -	100%	$ 3,680	$ -	$ -	$ -
87	Building Code Modifications or Alternative	Minimum 3 hours	-	$ 150	$ 608	25%	$ -	$ -	$ -	100%	$ 608	$ -	$ -	$ -
88	Inspections (Outside Normal Business Hours {$140 per hour, 4 hour minimum})	Hourly (4 hr minimum)	45	$ 560	$ 423	132%	$ 18,897	$ 25,013	$ (6,116)	100%	$ 423	$ 18,897	$ (6,116)	$ -
89	Permit Revision Fee	Flat Fee	644	$ 55	$ 232	24%	$ 149,291	$ 35,420	$ 113,871	100%	$ 232	$ 149,291	$ 113,871	$ -
90	Re-inspection Fees (minimum 24 hour wait prior to request for re-inspection)	Flat Fee	7	$ 140	$ 106	132%	$ 740	$ 980	$ (240)	100%	$ 106	$ 740	$ (240)	$ -
91	Permit Cancellation Fee - Processing Fee	Flat Fee	8	$ 55	$ 47	117%	$ 376	$ 440	$ (64)	100%	$ 47	$ 376	$ (64)	$ -
92	*Stamping of Additional Approved Plans (After Two Initial Sets), Each*	Remove	-	$ 70										
93	**PLAN REVIEW FEES - FEE-BASED OR BASED ON VALUATION**													
94	Plot (Site) Plan Review for Residential Homes, Per Plot Plan	Flat Fee	2,345	$ 55	$ 54	102%	$ 126,613	$ 128,975	$ (2,362)	100%	$ 54	$ 126,613	$ (2,362)	$ -
95	Fee per ICC - $1,000 Initial Submittal Fee due at submission with remaining	BOCV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
96	*Photovoltaic System*	Remove	-	$ 155										
96.1	Residential Standard Plan Review	Flat fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
97	*Wall Standard Plan Review*	Remove	-	$ 185										
98	Swimming Pool Standard Plan Review	Flat Fee	1	$ 200	$ 293	68%	$ 293	$ 200	$ 93	100%	$ 293	$ 293	$ 93	$ -
99	***Single Family Residence***													
100	*Tract Homes (65% of Building Permit Fee per ICC), 1st and 2nd Review*	Remove	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
101	Standard	Flat fee	-	$ 280	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
102	Custom Homes (65% of Building Permit Fee per ICC)	BOCV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
103	*Truss Deferred - Review, Residential, 1st and 2nd Review, Per Structure*	Remove	12	$ 280	$ 421	66%	$ 5,053	$ 3,360	$ 1,693	100%	$ 421	$ 5,053	$ 1,693	$ -
104	***Non-Residential/Commercial Building***													
105	Commercial Building (65% of Building Permit Fee per ICC), 1st and 2nd Review	BOCV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
106	Racking Review, Commercial, 1st and 2nd Review, Per Facility	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
107	Truss Calculation Review, Commercial, 1st and 2nd Review, Per Structure	Flat Fee	19	$ 320	$ 652	49%	$ 12,393	$ 6,080	$ 6,313	100%	$ 652	$ 12,393	$ 6,313	$ -
108	Tenant Improvements	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
109	Other (as defined by building official)	New Fee - BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
110	**UTILITY PERMIT FEES (ELECTRICAL, MECHANICAL, HVAC, PLUMBING, GAS, ETC.)**													
111	AC Unit, Replace or Upgrade, Commercial or Residential (per unit)	Flat Fee	30	$ 75	$ 109	69%	$ 3,263	$ 2,250	$ 1,013	100%	$ 109	$ 3,263	$ 1,013	$ -
112	Backflow Preventer Commercial (Up to and including 3 inches)	Flat Fee	2	$ 135	$ 109	124%	$ 218	$ 270	$ (52)	100%	$ 109	$ 218	$ (52)	$ -
113	***Electrical***													
114	Existing Meter Clearance (Up to 400 AMP)	Flat Fee	9	$ 200	$ 153	131%	$ 1,375	$ 1,800	$ (425)	100%	$ 153	$ 1,375	$ (425)	$ -
115	*Existing Meter Clearance (201 to 400 AMP)*	Remove	-	$ 260										
116	Service Entrance Section (Up to 400 AMP), Per Meter	Flat Fee	5	$ 260	$ 276	94%	$ 1,380	$ 1,300	$ 80	100%	$ 276	$ 1,380	$ 80	$ -
117	Electrical Meter or Service Section Upgrade (Above 400 AMP) Per Meter (includes clearance)	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
118	Electrical Sub Panel	Flat Fee	358	$ 260	$ 206	126%	$ 73,675	$ 93,080	$ (19,405)	100%	$ 206	$ 73,675	$ (19,405)	$ -
119	Power Pedestal, Per Meter	Flat Fee	-	$ 260	$ -	0%	$ -	$ -	$ -	100%	$ 260	$ -	$ -	$ -
120	Electrical Commercial, Misc.	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
121	Electrical Residential, Misc.	Change to Flat Fee	-	$ -	$ 153	0%	$ -	$ -	$ -	100%	$ 153	$ -	$ -	$ -
122	*Electrical Residential, Individual Run Branch Circuit*	Remove	107	$ 50	$ -	0%	$ -	$ 5,350	$ (5,350)	100%		$ -	$ (5,350)	$ -
123	Temporary Electrical Service	Flat Fee	8	$ 260	$ 188	138%	$ 1,504	$ 2,080	$ (576)	100%	$ 188	$ 1,504	$ (576)	$ -
124	Temporary, Overhead Service	Flat Fee	-	$ 260	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
125	***Plumbing***													
126	Plumbing Commercial, Misc.	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
127	Plumbing Residential, Misc.	Change to Flat Fee	-	$ -	$ 153	0%	$ -	$ -	$ -	100%	$ 153	$ -	$ -	$ -

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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
128	***Gas Line***													
129	Gas Line Commercial, Misc.	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
130	Gas Line Commercial, Meter Clearance	Flat Fee	1	$ 100	$ 126	79%	$ 126	$ 100	$ 26	100%	$ 126	$ 126	$ 26	$ -
131	Gas Line Residential, Misc.	Change to Flat Fee	-	$ -	$ 153	0%	$ -	$ -	$ -	100%	$ 153	$ -	$ -	$ -
132	Gas Line Residential, Meter Clearance	Flat Fee	7	$ 100	$ 170	59%	$ 1,191	$ 700	$ 491	100%	$ 170	$ 1,191	$ 491	$ -
133	***Generator***													
134	Permanent, Per Generator	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
135	Temporary (10,000 Watts and Above), Per Generator	Flat Fee	21	$ 190	$ 153	124%	$ 3,211	$ 3,990	$ (779)	100%	$ 153	$ 3,211	$ (779)	$ -
136	Photovoltaic System, Residential	Flat Fee	1,344	$ 150	$ 250	60%	$ 335,324	$ 201,550	$ 133,774	100%	$ 250	$ 335,324	$ 133,774	$ -
137	Panel De-rate, Residential	Flat Fee	-	$ 260	$ 276	94%	$ -	$ -	$ -	100%	$ 276	$ -	$ -	$ -
137.1	Residential Battery Storage	Flat Fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
137.2	Non-Residential Battery Storage	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
138	***Water Heater***													
139	Gas to Electric or Electric to Gas	Flat Fee	59	$ 50	$ 223	22%	$ 13,164	$ 2,950	$ 10,214	100%	$ 223	$ 13,164	$ 10,214	$ -
140	**OCCUPANCY PERMIT FEES**													
141	Certificate of Completion	New Flat Fee	-	$ -	$ 87	0%	$ -	$ -	$ -	100%	$ 87	$ -	$ -	$ -
142	Certificate of Occupancy	Flat fee	2,482	$ 100	$ 140	71%	$ 347,501	$ 248,200	$ 99,301	100%	$ 140	$ 347,501	$ 99,301	$ -
143	Change of Occupancy Permit, Each	Flat Fee	4	$ 200	$ 228	88%	$ 912	$ 800	$ 112	100%	$ 228	$ 912	$ 112	$ -
144	Change of Occupant Permit, Each	New Flat Fee	-	$ -	$ 166	0%	$ -	$ -	$ -	100%	$ 166	$ -	$ -	$ -
145	Stock & Train	New Flat Fee	-	$ -	$ 163	0%	$ -	$ -	$ -	100%	$ 163	$ -	$ -	$ -
146	Temporary Certificate of Occupancy	New Flat Fee	-	$ -	$ 140	0%	$ -	$ -	$ -	100%	$ 140	$ -	$ -	$ -
147	First Extension of TCO (61 to 120 Days) 10% of Original Building Permit Fee	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
148	Second Extension of TCO (121 to 180 Days) 20% of Original Building Permit Fee	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
149	Third Extension of TCO (181 to 240 Days) 30% of Original Building Permit Fee	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
150	**MISCELLANEOUS PERMIT FEES - BASED ON VALUATION**													
151	Permits	Flat Fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
152	Patios, Decks, Ramadas, etc.	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
153	Remodel Fee	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
154	Sign Permit	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
155	Commercial Walls - Themed, Retaining and Perimeter	BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
156	Water Damage	BOCV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
157	Product/Manufacturing Equipment Hookups (MP&E, etc.)	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
158	Product/Material Handling	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
159	Temporary Batch Plant	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
160	Tanks/Silos/Process Piping	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
161	Solar Farm/COMM PV	New BOSV	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
162	**MISCELLANEOUS PERMIT FEES**													
163	Building Demolitions - Residential Accessory, Per Structure	Flat fee	5	$ 160	$ 179	89%	$ 895	$ 800	$ 95	100%	$ 179	$ 895	$ 95	$ -
164	Building Demolitions - Structures Other than Single Family Residence	Flat fee	3	$ 260	$ 443	59%	$ 1,329	$ 780	$ 549	59%	$ 260	$ 780	$ -	$ 549
165	Building Demolition - Single Family Residence	Flat fee	4	$ 230	$ 232	99%	$ 850	$ 843	$ 7	100%	$ 232	$ 850	$ 7	$ -
166	Building Moving, Per Structure	Flat fee	-	$ 3,000	$ -	0%	$ -	$ -	$ -	100%	$ 3,000	$ -	$ -	$ -
167	*Fences -Block, Privacy, Wrought Iron, Chain-link, Vinyl, Wood, etc.*	Remove	-	$ 190	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
168	Fences - Pool Barrier	Flat Fee	42	$ 50	$ 223	22%	$ 9,445	$ 2,117	$ 7,329	100%	$ 223	$ 9,445	$ 7,329	$ -
169	Fire Repair / Restoration , Per Inspection Trip	Flat fee	6	$ 140	$ 106	132%	$ 599	$ 793	$ (194)	100%	$ 106	$ 599	$ (194)	$ -
170	Manufactured Home Set	Flat fee	8	$ 350	$ -	0%	$ -	$ 2,800	$ (2,800)	100%	$ -	$ -	$ (2,800)	$ -
171	Flag pole (30 ft and over)	Flat fee	13	$ 200	$ 162	124%	$ 2,154	$ 2,667	$ (513)	100%	$ 162	$ 2,154	$ (513)	$ -
172	Model Home Complex, Per Application (Fee Combined with Planning Fee)	Flat fee	15	$ 300	$ 263	114%	$ 3,945	$ 4,500	$ (555)	100%	$ 263	$ 3,945	$ (555)	$ -
173	Model Home Sales Trailer/ Other Sales Trailers, Per Trailer	Flat fee	1	$ 260	$ 153	170%	$ 153	$ 260	$ (107)	100%	$ 153	$ 153	$ (107)	$ -
174	Model Home Garage Conversion	Flat fee	20	$ 200	$ 209	96%	$ 4,240	$ 4,067	$ 173	100%	$ 209	$ 4,240	$ 173	$ -
175	Model Home Garage Conversion Restoration	Flat fee	14	$ 310	$ 288	108%	$ 4,126	$ 4,443	$ (318)	100%	$ 288	$ 4,126	$ (318)	$ -
176	*Roof Replacement (Single Family Residence) (all other: BOSV)*	Remove	-	$ 180	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -

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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
177	Existing Roof Covering Replacement	Replacement BOSV fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
178	Above-Ground (Pool or Spa)	Flat fee	7	$ 190	$ 223	85%	$ 1,562	$ 1,330	$ 232	100%	$ 223	$ 1,562	$ 232	$ -
179	In-Ground Spa - Pre-Fabricated	Flat fee	2	$ 260	$ 276	94%	$ 552	$ 520	$ 32	100%	$ 276	$ 552	$ 32	$ -
180	In-Ground Spa - Site Built	Flat fee	4	$ 330	$ 452	73%	$ 1,808	$ 1,320	$ 488	100%	$ 452	$ 1,808	$ 488	$ -
181	In-Ground Pool (With Approved Standard Plan)	Flat fee	360	$ 330	$ 329	100%	$ 118,399	$ 118,800	$ (401)	100%	$ 329	$ 118,399	$ (401)	$ -
182	In-Ground Spa and/or Pool Combination (With Approved Standard Plan)	Flat fee	150	$ 340	$ 329	103%	$ 49,223	$ 50,887	$ (1,663)	100%	$ 329	$ 49,223	$ (1,663)	$ -
183	*Stucco (Single Family Residence) All other BOV**	Remove	-	$ 260	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
184	Trailers, Temporary (example, Construction Trailers)	Flat fee	21	$ 260	$ 276	94%	$ 5,796	$ 5,460	$ 336	100%	$ 276	$ 5,796	$ 336	$ -
185	Window Replacement (when larger than existing is being replaced)	BOV*	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
186	(hourly rate)	Hourly	20	$ 140	$ 116	121%	$ 2,321	$ 2,800	$ (479)	100%	$ 116	$ 2,321	$ (479)	$ -
187	Annual Facilities Permit	New fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ 820	$ -	$ -	$ -
188	**TABLE 1A**													
189	$1.00 to $500 Valuation	Valuation Base	-	$ 50	$ 72	70%	$ -	$ -	$ -	100%	$ 72	$ -	$ -	$ -
190	***Table 1A: $500 Base***	Valuation Base	3,619	$ 50	$ 270	19%	$ 975,719	$ 180,964	$ 794,754	100%	$ 270	$ 975,719	$ 794,754	$ -
191	$501 to $2,000: per $100 or fraction thereof over base amount	thereof over base		$ 5	$ 14.72	34%	$ -	$ -	$ -	100%	$ 14.72	$ -	$ -	$ -
192	***Table 1A: $2,000 Base***	Valuation Base	2,128	$ 125	$ 491	25%	$ 1,043,998	$ 265,963	$ 778,035	100%	$ 491	$ 1,043,998	$ 778,035	$ -
193	$2,001 to $25,000: per $1,000 or fraction thereof over base amount	per $1,000 or fraction thereof over base amount		$ 18.35	$ 8.67	212%	$ -	$ -	$ -	100%	$ 8.67	$ -	$ -	$ -
194	***Table 1A: $25,000 Base***	Valuation Base	1,548	$ 547	$ 690	79%	$ 1,068,501	$ 846,785	$ 221,715	100%	$ 690	$ 1,068,501	$ 221,715	$ -
195	$25,001 to $50,000: per $1,000 or fraction thereof over base amount	thereof over base		$ 13.33	$ 35.17	38%	$ -	$ -	$ -	100%	$ 35.17	$ -	$ -	$ -
196	***Table 1A: $50,000 Base***	Valuation Base	932	$ 880	$ 1,571	56%	$ 1,463,115	$ 819,824	$ 643,291	100%	$ 1,571	$ 1,463,115	$ 643,291	$ -
197	$50,001 to $100,000: per $1,000 or fraction thereof over base amount	thereof over base		$ 12.17	$ 16.68	73%	$ -	$ -	$ -	100%	$ 16.68	$ -	$ -	$ -
198	***Table 1A: $100,000 Base***	Valuation Base	680	$ 1,489	$ 2,405	62%	$ 1,634,786	$ 1,011,938	$ 622,848	100%	$ 2,405	$ 1,634,786	$ 622,848	$ -
199	$100,001 to $500,000: per $1,000 or fraction thereof over base amount	thereof over base		$ 8.03	$ 13.04	62%	$ -	$ -	$ -	100%	$ 13.04	$ -	$ -	$ -
200	***Table 1A: $500,000 Base***	Valuation Base	438	$ 4,699	$ 7,629	62%	$ 3,340,755	$ 2,057,785	$ 1,282,970	100%	$ 7,629	$ 3,340,755	$ 1,282,970	$ -
201	$500,001 to $1,000,000: per $1,000 or fraction thereof over base amount	thereof over base		$ 7.26	$ 18.45	39%	$ -	$ -	$ -	100%	$ 18.45	$ -	$ -	$ -
202	***Table 1A: $1,000,000 Base***	Valuation Base	34	$ 8,329	$ 16,864	49%	$ 578,042	$ 285,485	$ 292,557	100%	$ 16,864	$ 578,042	$ 292,557	$ -
203	$1,000,001 and up	per $1,000 or fraction thereof over base amount		$ 5	$ 5	100%	$ -	$ -	$ -	100%	$ 5	$ -	$ -	$ -
204	BOSV Based on Stated Value, BOCV Based on Calculated Value (See Table 1-A)	Footnote												
205	Fire Plan Review and Inspection fees	See Fire model	1	$ -	$ 136,755	0%	$ 136,755	$ -	$ 136,755	100%	$ 136,755	$ 136,755	$ 136,755	$ -
206	Building Plan Review and Inspection fees	Building valuation as stated in ICC	1	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
	Planning fees						$ 655,052	$ 425,278	$ 229,774			$ 436,376	$ 11,098	$ 218,676
								65%	35%			67%	3%	33%
	Building stand-alone fees						$ 1,340,275	$ 989,272	$ 351,003			$ 1,339,726	$ 350,454	$ 549
	Building plan check fees						$ 6,657,086	$ 3,554,684	$ 3,102,402			$ 6,657,086	$ 3,102,402	$ -
	Building permit fees						$ 10,241,671	$ 5,468,744	$ 4,772,926			$ 10,241,671	$ 4,772,926	$ -
	Total Building fees						$ 18,239,031	$ 10,012,700	$ 8,226,331			$ 18,238,483	$ 8,225,782	$ 549
								55%	45%			100%	82%	0.00%
	Total User Fees						$18,894,083	$10,437,978	$8,456,105			$18,674,859	$8,236,880	$219,225
	% of Full Cost							55%	45%			99%	79%	1%

Development Services - Engineering

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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
0.5	CIVIL ENGINEERING REVIEW													
1	GENERAL FEES													
2	Expedited Turnaround Fees (2 Times Review Fees)	2x review fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
3	PLAN REVIEW - CIVIL ENGINEERING													
4	Residential Address Map	Flat Fee	-	$ 2,010	$ 3,313	61%	$ -	$ -	$ -	100%	$ 3,313	$ -	$ -	$ -
5	Street Name Exhibit	New Fee	-	$ -	$ 232	0%	$ -	$ -	$ -	100%	$ 232	$ -	$ -	$ -
5.1	Addressing Multi-Family - base fee	New Fee	-	$ -	$ 744	0%	$ -	$ -	$ -	100%	$ 744	$ -	$ -	$ -
5.2	Addressing Multi-Family - plus per unit	New fee - per unit	-	$ -	$ 10	0%	$ -	$ -	$ -	100%	$ 10	$ -	$ -	$ -
5.3	Address map additional submittals - 4th and beyond	New fee - per unit	-	$ -	$ 563	0%	$ -	$ -	$ -	100%	$ 563	$ -	$ -	$ -
6	Single Address	New Fee	-	$ -	$ 39	0%	$ -	$ -	$ -	100%	$ 39	$ -	$ -	$ -
7	Commercial Site Plan Addressing	New Fee	-	$ -	$ 73	0%	$ -	$ -	$ -	100%	$ 73	$ -	$ -	$ -
7.1	Traffic Impact Analysis	New Flat Fee	-	$ -	$ 1,500	0%	$ -	$ -	$ -	100%	$ 1,500	$ -	$ -	$ -
7.2	Traffic Impact Statement	New Flat Fee	-	$ -	$ 500	0%	$ -	$ -	$ -	100%	$ 500	$ -	$ -	$ -
9	Engineering Plans - up to 70 sheets and 3 reviews	Per Sheet	430	$ 430	$ 342	126%	$ 147,001	$ 184,900	$ (37,899)	101%	$ 345	$ 148,350	$ (36,550)	$ (1,349)
10	Engineering Plans - additional submittas - 4th and beyond	Per Sheet	47	$ 215	$ 156	138%	$ 7,334	$ 10,105	$ (2,771)	103%	$ 160	$ 7,520	$ (2,585)	$ (186)
11	Revised Engineering Plans	Per Sheet	22	$ 215	$ 181	119%	$ 3,979	$ 4,730	$ (751)	100%	$ 180	$ 3,960	$ (770)	$ 19
13	Landscape Plans	Per Sheet	-	$ 150	$ 181	83%	$ -	$ -	$ -	100%	$ 180	$ -	$ -	$ -
13.1	Dry Utility Plan	New fee - per sheet	-	$ -	$ 181	0%	$ -	$ -	$ -	100%	$ 181	$ -	$ -	$ -
14	*Major Infrastructure Plan Review - Water and Sewer (Hourly)*	Remove hrly fee and replace	30	$ 160	$ -	0%	$ -	$ 4,800	$ (4,800)	100%	$ -	$ -	$ (4,800)	$ -
14.1	Major Infrastructure Plan Review - Water and Sewer	Replcmt fee - 3% of project cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
15	*Major Infrastructure Plan Review - Bridges, Signals, and all other Major Infrastructure (Hourly)*	Remove hrly fee and replace	26	$ 160	$ -	0%	$ -	$ 4,160	$ (4,160)	100%	$ -	$ -	$ (4,160)	$ -
15.1	Major Infrastructure Plan Review - Bridges, Signals, and all other Major Infrastructure	Replcmt fee - 3% of project cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
16	REPORT REVIEW - CIVIL ENGINEERING													
17	*Water, Master Sewer, any Regional Report, all design letters, any*	Replace	50	$ 160	$ -	0%	$ -	$ 8,000	$ (8,000)	100%	$ -	$ -	$ (8,000)	$ -
17.1	etc.) - up to 12 hours	Replcmt Base Fee	-	$ -	$ 1,588	0%	$ -	$ -	$ -	101%	$ 1,600	$ -	$ -	$ -
17.2	Master Reports - hourly after 12 hours	Replcmt Hourly Fee	-	$ -	$ 133	0%	$ -	$ -	$ -	86%	$ 115	$ -	$ -	$ -
18	Engineering Reports - includes 3 reviews up to 7 hours total	Replcmt Base Fee	-	$ -	$ 931	0%	$ -	$ -	$ -	100%	$ 930	$ -	$ -	$ -
18.1	Engineering Reports - hourly after 3rd review or after 7 hours	Replcmt Hourly Fee	-	$ -	$ 133	0%	$ -	$ -	$ -	86%	$ 115	$ -	$ -	$ -
18.5	Revised Engineering Reports - up to 2 hours	Replcmt Base Fee	-	$ -	$ 256	0%	$ -	$ -	$ -	90%	$ 230	$ -	$ -	$ -
18.6	Engineering Letters/Memos - up to 2 hours	Replcmt Base Fee	-	$ -	$ 256	0%	$ -	$ -	$ -	90%	$ 230	$ -	$ -	$ -
19	Conditional Letter of Map Review (CLOMR) - up to 2 hours	Replcmt Base Fee	-	$ -	$ 269	0%	$ -	$ -	$ -	85%	$ 230	$ -	$ -	$ -
20	Letter of Map Review (LOMR) - up to 2 hours	Replcmt Base Fee	-	$ -	$ 269	0%	$ -	$ -	$ -	85%	$ 230	$ -	$ -	$ -
20.1	CLOMR/LOMR - hourly after 2 hours	Replcmt Hourly Fee	-	$ -	$ 133	0%	$ -	$ -	$ -	86%	$ 115	$ -	$ -	$ -
20.2	CLOMR/LOMR (Outside Consultant Cost on top of Base Fee)	New - Actual Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
21	Revised Master Report - up to 2 hours	Replcmt Base Fee	-	$ -	$ 296	0%	$ -	$ -	$ -	78%	$ 230	$ -	$ -	$ -
22	Phase 1 Environmental Studies / Geotechnical Studies	No Charge	-	$ -	$ 133	0%	$ -	$ -	$ -	0%	$ -	$ -	$ -	$ -
23	Other Report Review - Not Listed Above	Per Hour	-	$ 160	$ 133	120%	$ -	$ -	$ -	86%	$ 115	$ -	$ -	$ -
24	SPECIALIZED REVIEW													
25	Reviews are by discipline	Actual Cost +10%	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -

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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
26	CIVIL , UTILITIES, ROW, HORIZONTAL CONSTRUCTION													
27	GRADING CONSTRUCTION PERMITS													
28	Grading Construction Permit - Base Fee (Includes Clear and Grub)	Base fee	83	$ 140	$ 167	84%	$ 13,891	$ 11,620	$ 2,271	100%	$ 167	$ 13,891	$ 2,271	$ -
29	Grading Construction Permit - less than 5 Acres	per acre	-	$ 250	$ 286	87%	$ -	$ -	$ -	100%	$ 286	$ -	$ -	$ -
30	*Grading Construction Permit 5 - 20 acres*													
31	Grading Contruction Permit 5-20 acres - 1st 5 acres	Flat Fee	-	$ 1,000	$ 3,312	30%	$ -	$ -	$ -	48%	$ 1,603	$ -	$ -	$ -
32	Grading Contruction Permit 5-20 acres - each additional acre	per acre	-	$ 245	$ 265	93%	$ -	$ -	$ -	100%	$ 265	$ -	$ -	$ -
33	*Grading Construction Permit 20-50 acres*													
34	Grading Contruction Permit 20-50 acres - 1st 20 acres	Flat Fee	-	$ 4,670	$ 7,096	66%	$ -	$ -	$ -	81%	$ 5,740	$ -	$ -	$ -
35	Grading Contruction Permit 20-50 acres - each additional acre	per acre	-	$ 178	$ 237	75%	$ -	$ -	$ -	100%	$ 237	$ -	$ -	$ -
36	*Grading Construction Permit 50-200 Acres*													
37	Grading Contruction Permit 50-200 acres - 1st 50 acres	Flat Fee	-	$ 10,000	$ 22,552	44%	$ -	$ -	$ -	59%	$ 13,250	$ -	$ -	$ -
38	Grading Contruction Permit 50-200 acres - each additional acre	per acre	-	$ 144	$ 152	95%	$ -	$ -	$ -	100%	$ 152	$ -	$ -	$ -
39	*Grading Construction Permit 200-500 acres*													
40	Grading Contruction Permi 200-500 acres - 1st 200 acres	Flat Fee	-	$ 31,580	$ 42,096	75%	$ -	$ -	$ -	100%	$ 42,096	$ -	$ -	$ -
41	Grading Contruction Permit 200-500 acres - each additional acre	per acre	-	$ 91	$ 140	65%	$ -	$ -	$ -	100%	$ 140	$ -	$ -	$ -
42	*Grading Construction Permit 500 acres or greater*													
43	Grading Contruction Permit 500 acres or greater - 1st 500 acres	Flat Fee	-	$ 58,950	$ 51,368	115%	$ -	$ -	$ -	100%	$ 51,368	$ -	$ -	$ -
44	acre	per acre	-	$ 17	$ 67	25%	$ -	$ -	$ -	100%	$ 67	$ -	$ -	$ -
45	Clear and Grub (only without Grading)	Flat Fee	-	$ 71	$ 49	146%	$ -	$ -	$ -	103%	$ 50	$ -	$ -	$ -
46	DRAINAGE CONSTRUCTION PERMITS													
47	Base Permit Fee, Plus	Base fee	81	$ 50	$ 50	100%	$ 4,050	$ 4,050	$ -	100%	$ 50	$ 4,050	$ -	$ -
48	Storm Drain and Irrigation Pipe	LF	66	$ 1.10	$ 1.10	100%	$ 73	$ 73	$ -	100%	$ 1.10	$ 73	$ -	$ -
49	Storm Drain and Irrigation Manhole	EA	25	$ 80	$ 80	100%	$ 2,000	$ 2,000	$ -	100%	$ 80	$ 2,000	$ -	$ -
50	Underground Retention	CF	12	$ 0.30	$ 0.30	100%	$ 4	$ 4	$ -	100%	$ 0.30	$ 4	$ -	$ -
51	Headwall / Handrail	EA	37	$ 80	$ 80	100%	$ 2,960	$ 2,960	$ -	100%	$ 80	$ 2,960	$ -	$ -
52	Catch Basin	EA	51	$ 120	$ 120	100%	$ 6,120	$ 6,120	$ -	100%	$ 120	$ 6,120	$ -	$ -
53	Scuppers (Includes Spillway / Handrail)	EA	11	$ 120	$ 120	100%	$ 1,320	$ 1,320	$ -	100%	$ 120	$ 1,320	$ -	$ -
54	Spillway	EA	4	$ 65	$ 65	100%	$ 260	$ 260	$ -	100%	$ 65	$ 260	$ -	$ -
55	Drywells or Trench Drains with Standard Treatment Chamber	EA	30	$ 500	$ 500	100%	$ 15,000	$ 15,000	$ -	100%	$ 500	$ 15,000	$ -	$ -
56	Drywells with Specialized Treatment Chamber	EA	2	$ 1,000	$ 1,000	100%	$ 2,000	$ 2,000	$ -	100%	$ 1,000	$ 2,000	$ -	$ -
57	Specialized Treatment Chamber (Stand-alone)	EA	2	$ 500	$ 500	100%	$ 1,000	$ 1,000	$ -	100%	$ 500	$ 1,000	$ -	$ -
58	Slope Protection (Rip-Rap, Gabions, Gunnite, etc.)	SY	50	$ 0.65	$ 0.65	100%	$ 33	$ 33	$ -	100%	$ 0.65	$ 33	$ -	$ -
58.1	Micro Trenching	New fee	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
59	SEWER CONSTRUCTION PERMITS													
60	Base Permit Fee, Plus	Base fee	63	$ 50	$ 50	100%	$ 3,150	$ 3,150	$ -	100%	$ 50	$ 3,150	$ -	$ -
61	Sewer Line	LF	31	$ 1.10	$ 1.10	100%	$ 34	$ 27	$ 7	100%	$ 1.10	$ 27	$ -	$ 7
62	Sewer Service (New Main)	EA	25	$ 23	$ 23	100%	$ 575	$ 524	$ 51	109%	$ 25	$ 570	$ 46	$ 5
63	Sewer Tap to Existing Main	EA	15	$ 80	$ 80	100%	$ 1,200	$ 1,120	$ 80	100%	$ 80	$ 1,120	$ -	$ 80
64	Cleanout	EA	33	$ 50	$ 50	100%	$ 1,650	$ 1,400	$ 250	100%	$ 50	$ 1,400	$ -	$ 250
65	Main Tie-in Fee	EA	7	$ 350	$ 350	100%	$ 2,450	$ 2,240	$ 210	100%	$ 350	$ 2,240	$ -	$ 210
66	Manhole	EA	45	$ 185	$ 185	100%	$ 8,325	$ 7,585	$ 740	100%	$ 185	$ 7,585	$ -	$ 740
67	Drop Connection	EA	9	$ 60	$ 60	100%	$ 540	$ 468	$ 72	100%	$ 60	$ 468	$ -	$ 72
68	Air / Vacuum Release Manhole / Value	EA	4	$ 400	$ 400	100%	$ 1,600	$ 1,280	$ 320	100%	$ 400	$ 1,280	$ -	$ 320
69	Force Main	LF	1	$ 1.50	$ 1.50	100%	$ 2	$ 1	$ 0	100%	$ 1.50	$ 1	$ -	$ 0
70	Pipe Encasement	LF	6	$ 30	$ 30	100%	$ 180	$ 162	$ 18	100%	$ 30	$ 162	$ -	$ 18
71	Monitoring Vault and Special Structures	EA	2	$ 1,500	$ 1,500	100%	$ 3,000	$ 2,400	$ 600	100%	$ 1,500	$ 2,400	$ -	$ 600
72	Private Improvements - 20% Reduction	20% Reduction	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -

City of Buckeye, AZ
Engineering
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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
73	WATER CONSTRUCTION PERMITS													
74	Base Permit Fee, Plus	Base fee	85	$ 50	$ 50	100%	$ 4,250	$ 4,250	$ -	100%	$ 50	$ 4,250	$ -	$ -
75	Waterline	LF	72	$ 1.10	$ 1.10	100%	$ 79	$ 72	$ 7	100%	$ 1.10	$ 72	$ -	$ 7
76	Water Service, (New Main)	EA	33	$ 23	$ 23	100%	$ 759	$ 699	$ 60	109%	$ 25	$ 760	$ 61	$ (1)
77	Water Service Tap to Existing Main, less than 2 inch	EA	19	$ 80	$ 80	100%	$ 1,520	$ 1,472	$ 48	100%	$ 80	$ 1,472	$ -	$ 48
78	than 6 inch	EA	7	$ 160	$ 160	100%	$ 1,120	$ 1,024	$ 96	100%	$ 160	$ 1,024	$ -	$ 96
79	Tapping Sleeve and Valve / Tie-in	EA	21	$ 300	$ 300	100%	$ 6,300	$ 5,760	$ 540	100%	$ 300	$ 5,760	$ -	$ 540
80	Flush / Curb Stop / Blow-off	EA	20	$ 25	$ 25	100%	$ 500	$ 470	$ 30	100%	$ 25	$ 470	$ -	$ 30
81	Mainline / Lateral / Fire Hydrant Valve	EA	50	$ 30	$ 30	100%	$ 1,500	$ 1,380	$ 120	100%	$ 30	$ 1,380	$ -	$ 120
82	Fire Line	LF	18	$ 1.10	$ 1.10	100%	$ 20	$ 17	$ 3	100%	$ 1.10	$ 17	$ -	$ 3
83	Fire Hydrant	EA	51	$ 60	$ 60	100%	$ 3,060	$ 2,796	$ 264	100%	$ 60	$ 2,796	$ -	$ 264
84	Backflow Device up to and including 3 inches	EA	15	$ 80	$ 80	100%	$ 1,200	$ 1,024	$ 176	100%	$ 80	$ 1,024	$ -	$ 176
85	Backflow Device greater than 3 inches	EA	20	$ 150	$ 150	100%	$ 3,000	$ 2,640	$ 360	100%	$ 150	$ 2,640	$ -	$ 360
86	Sampling Station / Air Release Valve	EA	27	$ 90	$ 90	100%	$ 2,430	$ 2,322	$ 108	100%	$ 90	$ 2,322	$ -	$ 108
87	Private Improvements - 20% Reduction	20% Reduction	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
88	STREET LIGHTING CONSTRUCTION PERMITS													
89	Base Permit Fee, Plus	Base fee	35	$ 50	$ 50	100%	$ 1,750	$ 1,750	$ -	100%	$ 50	$ 1,750	$ -	$ -
90	Street Light	EA	36	$ 50	$ 50	100%	$ 1,800	$ 1,800	$ -	100%	$ 50	$ 1,800	$ -	$ -
91	CONCRETE CONSTRUCTION PERMITS													
92	Base Permit Fee, Plus	Base fee	145	$ 50	$ 50	100%	$ 7,250	$ 7,250	$ -	100%	$ 50	$ 7,250	$ -	$ -
93	Sidewalk and Bicycle Path and Trail	SF	80	$ 0.05	$ 0.05	100%	$ 4	$ 4	$ 0	100%	$ 0.05	$ 4	$ -	$ 0
94	Sidewalk Ramps and Truncated Domes - Per Ramp	EA	50	$ 80	$ 80	100%	$ 4,000	$ 3,696	$ 304	100%	$ 80	$ 3,696	$ -	$ 304
95	Curb and Gutter / Ribbon Curb	LF	66	$ 0.25	$ 0.25	100%	$ 17	$ 15	$ 1	100%	$ 0.25	$ 15	$ -	$ 1
96	Valley Gutter / Apron	SF	33	$ 0.40	$ 0.40	100%	$ 13	$ 12	$ 1	100%	$ 0.40	$ 12	$ -	$ 1
97	Driveway / Alley Apron	EA	94	$ 55	$ 55	100%	$ 5,170	$ 4,994	$ 176	100%	$ 55	$ 4,994	$ -	$ 176
98	Return Style Driveway and Bus Bay	SF	8	$ 0.30	$ 0.30	100%	$ 2	$ 2	$ -	100%	$ 0.30	$ 2	$ -	$ -
99	Cut-off Wall	LF	1	$ 1.50	$ 1.50	100%	$ 2	$ 1	$ 0.30	100%	$ 1.50	$ 1.20	$ -	$ 0.30
100	Private Improvements - 20% Reduction	20% Reduction	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
101	PAVING CONSTRUCTION PERMITS													
102	Paving Construction Permit Base Fee, plus	Base fee	135	$ 50	$ 50	100%	$ 6,750	$ 6,750	$ -	100%	$ 50	$ 6,750	$ -	$ -
103	A/C Paving (Per Lift - Includes Striping)	SY	25	$ 0.45	$ 0.45	100%	$ 11	$ 9	$ 2	100%	$ 0.45	$ 9	$ -	$ 2
104	Concrete Paving	SY	25	$ 0.50	$ 0.50	100%	$ 13	$ 11	$ 2	100%	$ 0.50	$ 11	$ -	$ 2
105	Mill and Overlay	SY	2	$ 0.30	$ 0.30	100%	$ 1	$ 0	$ 0	100%	$ 0.30	$ 0	$ -	$ 0
106	Slurry / Micro Seal	SY	4	$ 0.10	$ 0.10	100%	$ 0	$ 0	$ -	100%	$ 0.10	$ 0	$ -	$ -
107	Adjustments Manholes, Blow-offs, Water Valves, Gas Valves, Utility Adjustment, Clean-outs, Survey Monument Hand Holes, etc.	EA	14	$ 60	$ 60	100%	$ 840	$ 672	$ 168	100%	$ 60	$ 672	$ -	$ 168
109	Survey Monument Type A	EA	5	$ 25	$ 25	100%	$ 125	$ 125	$ -	100%	$ 25	$ 125	$ -	$ -
110	Survey Monument Type B	EA	43	$ 15	$ 15	100%	$ 645	$ 612	$ 33	100%	$ 15	$ 612	$ -	$ 33
111	Street Sign	EA	29	$ 25	$ 25	100%	$ 725	$ 725	$ -	100%	$ 25	$ 725	$ -	$ -
112	Barricade / Guardrail	LF	13	$ 4	$ 4	100%	$ 52	$ 50	$ 2	100%	$ 4	$ 50	$ -	$ 2
113	Pavement Utility Pothole	EA	63	$ 65	$ 65	100%	$ 4,095	$ 4,069	$ 26	100%	$ 65	$ 4,069	$ -	$ 26
114	Private Improvements - 20% Reduction	20% Reduction	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
115	LANDSCAPING PERMITS													
116	Landscaping Permit Base Fee, Plus	Base fee	36	$ 50	$ 50	100%	$ 1,800	$ 1,440	$ 360	100%	$ 50	$ 1,440	$ -	$ 360
117	Landscaping	SF	-	$ 0.05	$ 0.05	100%	$ -	$ -	$ -	100%	$ 0.05	$ -	$ -	$ -
118	Private Improvements - 20% Reduction	20% Reduction	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -

City of Buckeye, AZ
Engineering
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				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
119	**DRY UTILITY PERMITS (RIGHT-OF-WAY ONLY)**													
120	Utility Vaults / Manholes	EA	22	$ 95	$ 95	100%	$ 2,090	$ 2,090	$ -	100%	$ 95	$ 2,090	$ -	$ -
121	Utility Splice / Repair Pits	EA	19	$ 75	$ 75	100%	$ 1,425	$ 1,425	$ -	100%	$ 75	$ 1,425	$ -	$ -
122	Utility Valves	EA	-	$ 30	$ 30	100%	$ -	$ -	$ -	100%	$ 30	$ -	$ -	$ -
123	Utility Trench	LF	98	$ 0.80	$ 0.80	100%	$ 78	$ 78	$ -	100%	$ 0.80	$ 78	$ -	$ -
124	**OTHER (Includes Base Application Fee and Right-of-Way Permit Fee)**													
125	***Engineer Cost Estimate or Executed Construction Contract required for fee calculation.***													
126	Structures (Bridges, Flood Retarding Structures, Flood Walls, Channel Energy Dissipation Structures, Box Culverts, Wing Walls, etc.)	3% Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
127	Water (Booster Stations, In-line Boosters, Wells, Pressure Reducing Stations, etc.)	3% Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
128	Sewer (Lift Station)	3% Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
129	Traffic Signal	3% Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
129.1	Traffic Signal Box Art Fee	**New fee**	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ 4,500	$ -	$ -	$ -
130	Other	3% Cost	-	$ -	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
131	**TEMPORARY TRAFFIC CONTROL FEES**													
132	Application Fee - Per each traffic control configuration	Base fee	-	$ 50	$ 50	100%	$ -	$ -	$ -	100%	$ 50	$ -	$ -	$ -
133	High-Volume Road Closure (greater than 5,000 vehicles per day)	**New Fee - per day**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 2,500	$ -	$ -	$ -
134	Night Time - High Volume Arterial Road Closure (7PM to 6AM Only)	**New Fee - per time slot**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 500	$ -	$ -	$ -
135	Low-Volume Road Closure (Less than 5,000 vehicles per day)	**New Fee - per time slot**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 500	$ -	$ -	$ -
136	Night Time - Low Volume Arterial Road Closure (7PM to 6AM Only)	**New Fee - per day**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 250	$ -	$ -	$ -
148	1 to 99 sq yards, plus	SY	-	$ 26	$ 26	100%	$ -	$ -	$ -	100%	$ 26	$ -	$ -	$ -
137	Lane Restriction	**New Fee - per lane per day**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 100	$ -	$ -	$ -
138	Left Turn Restriction at Signal	**New Fee - per day**	-	$ -		*Road closure fees - no cost analysis necessary*				100%	$ 100	$ -	$ -	$ -
139	Sidewalk Closure	Per Day	-	$ 40		*Road closure fees - no cost analysis necessary*				100%	$ 40	$ -	$ -	$ -
147	**PAVEMENT RESTORATION FEES**													
149	100 to 499 SY, plus	SY	-	$ 7	$ 7	100%	$ -	$ -	$ -	100%	$ 7	$ -	$ -	$ -
150	500 to 1,759 SY, plus	SY	-	$ 2	$ 2	100%	$ -	$ -	$ -	100%	$ 2	$ -	$ -	$ -
160	1,760 SY or greater	SY	-	$ 0.80	$ 0.80	100%	$ -	$ -	$ -	100%	$ 0.80	$ -	$ -	$ -
180	**MISCELLANEOUS FEES**													
181	Street Light Improvement District (SLID) / Maintenance Improvement District (MID)	Flat fee	-	$ 3,900	$ 1,395	279%	$ -	$ -	$ -	100%	$ 1,395	$ -	$ -	$ -
	Total User Fees						$294,124	$328,040	-$33,916			$290,512	-$37,528	$3,612
	% of Full Cost							112%	-12%			99%	-11%	1%

Development Services – Fire Safety

City of Buckeye
Fire Fees- Development Services
FY 2023-2024

				Current						Recommendations				
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
1	Alarms, Per Facility	Per Facility	31	$ 590	$ 657	90%	$ 20,367	$ 5,900	$ 14,467	100%	$ 657	$ 20,367	$ 14,467	$ -
2	Alarms, Per Facility: Tenant Improvements	Per Facility	12	$ 305	$ 461	66%	$ 5,532	$ 1,830	$ 3,702	100%	$ 461	$ 5,532	$ 3,702	$ -
3	Alarm Modifications	Flat Fee	19	$ 305	$ 461	66%	$ 8,759	$ 305	$ 8,454	100%	$ 461	$ 8,759	$ 8,454	$ -
4	Sprinklers, Per Facility: Tenant Improvements	Flat Fee	13	$ 330	$ 508	65%	$ 6,604	$ 1,980	$ 4,624	100%	$ 508	$ 6,604	$ 4,624	$ -
5	Sprinklers, Per Facility: Residential	Flat Fee	333	$ 315	$ 461	68%	$ 153,513	$ 62,685	$ 90,828	100%	$ 461	$ 153,513	$ 90,828	$ -
6	Sprinklers Standard Plan Review	Plan Review	14	$ 160	$ 461	35%	$ 6,454	$ 2,240	$ 4,214	100%	$ 461	$ 6,454	$ 4,214	$ -
7	Sprinklers, Per Facility: Commercial-Less than 30,000 sq. ft.	Flat Fee	8	$ 590	$ 555	106%	$ 4,440	$ 4,720	$ (280)	100%	$ 555	$ 4,440	$ (280)	$ -
8	Sprinklers, Per Facility: 30,000 sq. ft. or greater and up to 90,000 sq. ft.	Flat Fee	4	$ 775	$ 834	93%	$ 3,336	$ 3,100	$ 236	100%	$ 834	$ 3,336	$ 236	$ -
9	Sprinklers, Per Facility: 90,000 sq. ft. or greater and up to 120,000 sq. ft.	Flat Fee	1	$ 945	$ 977	97%	$ 977	$ 945	$ 32	100%	$ 977	$ 977	$ 32	$ -
10	Sprinklers, Per Facility: 120,000 sq. ft. or greater	Flat Fee	-	$ 1,460	$ 1,324	110%	$ -	$ -	$ -	100%	$ 1,324	$ -	$ -	$ -
11	Sprinklers Modification	Flat Fee	20	$ 350	$ 461	76%	$ 9,220	$ 350	$ 8,870	100%	$ 461	$ 9,220	$ 8,870	$ -
12	Flow Test	Flat Fee	104	$ 100	$ 461	22%	$ 47,944	$ 3,800	$ 44,144	37%	$ 170	$ 17,643	$ 13,843	$ 30,301
13	Automatic Kitchen Hood System	Flat Fee	6	$ 340	$ 461	74%	$ 2,766	$ 2,040	$ 726	100%	$ 461	$ 2,766	$ 726	$ -
14	Propane Tank Cages, Commercial	Each	2	$ 260	$ 461	56%	$ 922	$ 520	$ 402	100%	$ 461	$ 922	$ 402	$ -
15	Commercial LPG (Propane) Above Ground (per tank)	Per Tank	3	$ 305	$ 461	66%	$ 1,383	$ 915	$ 468	100%	$ 461	$ 1,383	$ 468	$ -
16	Commercial LPG (Propane) Underground (per tank)	Per Tank	1	$ 420	$ 461	91%	$ 461	$ 420	$ 41	100%	$ 461	$ 461	$ 41	$ -
17	Residential LPG (Propane) Above Ground (per tank)	Per Tank	6	$ 305	$ 461	66%	$ 2,766	$ 1,830	$ 936	100%	$ 461	$ 2,766	$ 936	$ -
18	Residential LPG (Propane) Underground (per tank)	Per Tank	-	$ 420	$ 461	91%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
21	Tent/Canopy, Temporary, Per Tent Greater than 200Sq' Feet	Per Tent	4	$ 275	$ 461	60%	$ 1,844	$ 1,100	$ 744	100%	$ 461	$ 1,844	$ 744	$ -
22	Fire Access Gates, Knox Box, Knox Locks, Knox Key Switch or Opticom	Flat Fee	15	$ 100	$ 461	22%	$ 6,915	$ 600	$ 6,315	33%	$ 154	$ 2,303	$ 1,703	$ 4,612
23	Alternative Fire Extinguishing System	Flat Fee	2	$ 510	$ 461	111%	$ 922	$ 1,020	$ (98)	100%	$ 461	$ 922	$ (98)	$ -
24	Fire Pump Inspection (each)	Each	3	$ 680	$ 589	115%	$ 1,767	$ 680	$ 1,087	100%	$ 589	$ 1,767	$ 1,087	$ -
25	Annual Hazardous Materials Operational Permit	Flat Fee	-	$ 410	$ 461	89%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
26	License Inspections: Educational Facilities	Per Facility	-	$ 340	$ 461	74%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
27	License Inspections: Daycare - Residential	Per Facility	-	$ 270	$ 461	59%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
28	License Inspections: Daycare - Commercial	Per Facility	2	$ 340	$ 461	74%	$ 922	$ 680	$ 242	100%	$ 461	$ 922	$ 242	$ -
29	License Inspections: Licensed Adult Care Facilities - Commercial	Per Facility	-	$ 340	$ 461	74%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
30	License Inspections: Licensed Adult Care Facilities - Residential	Per Facility	-	$ 270	$ 461	59%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
31	Outpatient Services	Per Facility	1	$ 305	$ 461	66%	$ 461	$ 305	$ 156	100%	$ 461	$ 461	$ 156	$ -

MGT

City of Buckeye
Fire Fees- Development Services
FY 2023-2024

				Current						Recommendations				
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
33	Blasting Operations (per blasting - 30 day permit expiration)	Per blasting - 30 day permit	4	$ 560	$ 589	95%	$ 2,356	$ 2,240	$ 116	100%	$ 589	$ 2,356	$ 116	$ -
34	Fireworks: (0-30 shells, per show - shell diameter less than 3 inches)	Flat Fee	1	$ 100	$ 461	22%	$ 461	$ -	$ 461	22%	$ 100	$ 100	$ 100	$ 361
35	Fireworks (31 shells and up, per show)	Flat Fee	9	$ 250	$ 461	54%	$ 4,149	$ 750	$ 3,399	54%	$ 250	$ 2,250	$ 1,500	$ 1,899
36	Consumer Fireworks Retail Sales- 30 Day	Flat Fee	6	$ 410	$ 461	89%	$ 2,766	$ 2,460	$ 306	100%	$ 461	$ 2,766	$ 306	$ -
37	Fire Pump Modification	Change from Hourly Fee to Flat Fee	1	$ 500	$ 461	108%	$ 461	$ 500	$ (39)	100%	$ 461	$ 461	$ (39)	$ -
38	Residential Compressed Gas	Flat Fee	-	$ 340	$ 461	74%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
39	Temporary Fuel Tank (permit issued for 180 days)	Per Tank	-	$ 330	$ 461	72%	$ -	$ -	$ -	100%	$ 461	$ -	$ -	$ -
40	CO2 Alarm	NEW - Flat Fee	-	$ 305	$ 415	73%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
41	Group Home	NEW - Flat Fee	-	$ 270	$ 288	94%	$ -	$ -	$ -	100%	$ 288	$ -	$ -	$ -
42	Special Event	NEW - Flat Fee	-	$ -	$ 415	0%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
43	UST Tank	NEW- Per Tank	-	$ 330	$ 415	80%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
44	AST Tank	NEW- Per Tank	-	$ 330	$ 415	80%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
45	Battery Energy Stoarge System	NEW - Flat Fee	-	$ -	$ 542	0%	$ -	$ -	$ -	100%	$ 542	$ -	$ -	$ -
46	Burn Permit	NEW - Flat Fee	-	$ -	$ 415	0%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
47	Fire Prevention Records Request	NEW - Clerk Hourly	-	$ -	$ 161	0%	$ -	$ -	$ -	100%	$ 161	$ -	$ -	$ -
48	Fire Miscellaneous (hourly rate)	NEW - Hourly	-	$ -	$ 415	0%	$ -	$ -	$ -	100%	$ 415	$ -	$ -	$ -
	Total User Fees						$298,468	$103,915	$194,553			$261,295	$157,380	$37,173
	% of Full Cost							35%	65%			88%	151%	12%

Water Resources and Utility Billing

City of Buckeye
Water Resources and Utility Billing
FY 2023-2024

				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenuez	Increased Revenue	Recommended Subsidy
1	UTILITY BILLING													
2	Environmental Fee	Monthly	-	$ 5								~ do not analyze ~		
3	Commercial Backflow Administration Fee	Monthly	-	$ 5								~ do not analyze ~		
4	Delinquent Notice Fee	Flat Fee	144	$ 15	$ 44	34%	$ 6,390	$ 2,160	$ 4,230	34%	$ 15	$ 2,160	$ -	$ 4,230
5	Delinquent Collection Fee – Next Day	Flat Fee	-	$ 60	$ 118	51%	$ -	$ -	$ -	51%	$ 60	$ -	$ -	$ -
6	Same Day New/Re-Connect Fee	Flat Fee	-	$ 100	$ 59	170%	$ -	$ -	$ -	170%	$ 100	$ -	$ -	$ -
7	New Account Processing Fee	Flat Fee	8,167	$ 60	$ 27	225%	$ 218,170	$ 490,020	$ (271,850)	100%	$ 27	$ 220,509	$ (269,511)	$ (2,339)
8	3 Day Inspection Account Fee	per occurrence	-	$ 150	$ -	0%	$ -	$ -	$ -	100%	$ 150	$ -	$ -	$ -
9	Deposits - Commercial Sewer - <=2"	Deposit	-	$ 250								~ do not analyze ~		
10	Deposits - Commercial Sewer - >=3"	Deposit	-	$ 500								~ do not analyze ~		
11	Deposits - Commercial Water - <=2"	Deposit	-	$ 250								~ do not analyze ~		
13	Deposits - Commercial Water - >=3"	Deposit	-	$ 500								~ do not analyze ~		
14	Deposits - Residential - Sewer	Deposit	-	$ 60								~ do not analyze ~		
16	Deposits - Residential - Trash 96 – gal & In-Ground	Deposit	-	$ 30								~ do not analyze ~		
17	Deposits - Residential - Water	Deposit	-	$ 85								~ do not analyze ~		
18	After Hour Service Fee (Emergency Shutdown, Reconnects)	Flat Fee	-	$ 100	$ 176	57%	$ -	$ -	$ -	57%	$ 100	$ -	$ -	$ -
19	Late Penalty	1.5%	-	$ -								~ do not analyze ~		
20	Collection Agency Referral-Billed by Agency	14%	2,552	$ -	$ 26	0%	$ 66,973	$ -	$ 66,973	100%	$ 26	$ 66,973	$ 66,973	$ -
21	Duplicate Bill Request	Flat Fee	9	$ 2	$ 4	49%	$ 37	$ 18	$ 19	100%	$ 4	$ 37	$ 19	$ -
22	Returned Check Fee	penalty	992	$ 35								~ do not analyze ~		
23	WATER METERS													
24	Meter Re-read (customer service visit)	Flat Fee	-	$ 35	$ 78	45%	$ -	$ -	$ -	100%	$ 78	$ -	$ -	$ -
25	Residential Meter Bench Test	Flat Fee	-	$ 100	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
26	Tampered Meter	penalty	83	$ 200								~ do not analyze ~		
27	Tampered Meter w/ Lock	penalty	-	$ 246								~ do not analyze ~		
28	Hydrant Meter Base Rate	New fee	-	$ 50	$ -	0%	$ -	$ -	$ -	100%	$ -	$ -	$ -	$ -
29	Deposit- Hydrant Meter	Deposit		$ 1,500								~ do not analyze ~		
30	Hydrant Meter Installation/Remove/Relocate	Flat Fee	130	$ 150	$ 176	85%	$ 22,926	$ 19,500	$ 3,426	100%	$ 176	$ 22,926	$ 3,426	$ -
31	Damaged or stolen Hydrant	Actual cost	-	$ 4,000	$ -	0%	$ -	$ -	$ -	100%	$ 4,000	$ -	$ -	$ -
32	Damaged or stolen Hydrant Meter	Actual cost	-	$ 2,000	$ -	0%	$ -	$ -	$ -	100%	$ 2,000	$ -	$ -	$ -

City of Buckeye
Water Resources and Utility Billing
FY 2023-2024

				Current						Recommendations				
				Per Unit			Annual			Per Unit		Annual		
Ord	Service Name	Fee Description	Annual Volume	Current Fee	Full Cost	Current Recovery %	Annual Cost	Annual Revenue	Annual Subsidy	Recovery Level	Fee @ Policy Level	Annual Revenue2	Increased Revenue	Recommended Subsidy
33	PASS THROUGH FEES													
34	Arizona Water Disconnection Fee	NEW-PASS THROUGH FEE	-	$ 100	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
35	Arizona Water Same Day Reconnection Fee	NEW-PASS THROUGH FEE	-	$ 35	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
36	Arzona Water Reconnection Fee (weekend)	NEW-PASS THROUGH FEE	-	$ 35	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
37	Arizona Water Lost Revenue Fee 5/8 Meter	NEW-PASS THROUGH FEE	-	$ 51	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
38	Arizona Water Lost Revenue Fee 3/4Meter	NEW-PASS THROUGH FEE	-	$ 62	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
39	Arizona Water Lost Revenue Fee 1" Meter	NEW-PASS THROUGH FEE	-	$ 88	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
40	Epcor Water Reconnection Fee	NEW-PASS THROUGH FEE	-	$ 35	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
41	Epcor Water Reconnection Fee (after hours)	NEW-PASS THROUGH FEE	-	$ 35	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
42	Epcor Water Disconnect Cancellation Fee	NEW-PASS THROUGH FEE	-	$ 35	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
43	Epcor Water Lost Revenue Fee 5/8 Meter	NEW-PASS THROUGH FEE	-	$ 71	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
44	Epcor Water Lost Revenue Fee 3/4 Meter	NEW-PASS THROUGH FEE	-	$ 49	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
45	Epcor Water Lost Revenue Fee 1" Meter	NEW-PASS THROUGH FEE	-	$ 88	$ -	0%	$ -	$ -	$ -	100%	shared agreement with private water providers			
46	Global Area Connection Fee	New fee	-	$ 3,000	$ -	0%	$ -	$ -	$ -	100%	$ 3,000	$ -	$ -	$ -
47	UTILITY DAMAGES													
48	Water Flat Fee for damages, theft (other than hydrants or hydrant meters)	New fee - penalty	-								~ do not analyze ~			
49	Wastewater Flat Fee for damages, theft (other than hydrants or hydrant meters)	New fee - penalty	-								~ do not analyze ~			
61	PUBLIC WORKS FEES													
62	Courtesy service for LPOs	New Flat Fee	-	$ -	$ 46	0%	$ -	$ -	$ -	100%	$ 46	$ -	$ -	$ -
63	Curbside HHW Collection	New Flat Fee	-	$ -	$ 46	0%	$ -	$ -	$ -	100%	$ 46	$ -	$ -	$ -
64	Curbside Collection White Goods	New Flat Fee	-	$ -	$ 46	0%	$ -	$ -	$ -	100%	$ 46	$ -	$ -	$ -
65	Freon containing White Good disposal	New Flat Fee	-	$ -	$ 46	0%	$ -	$ -	$ -	100%	$ 46	$ -	$ -	$ -
66	City Building Key Replacement	Flat fee	-	$ 40	$ 40	100%	$ -	$ -	$ -	100%	$ 40	$ -	$ -	$ -
	Total User Fees						$247,524	$511,698	-$264,174			$245,632	-$266,066	$1,892
	% of Full Cost							207%	-107%			99%	-52%	1%

Appendix B – Peer Comparisons

The following pages show the peer comparison survey results.

Municipal Airport

Activity	Buckeye	Mesa Falcon Field	Chandler	Glendale	Deer Valley	Goodyear	Casa Grande	Gila Bend
Single-Engine Open Tie-Down Fee (Monthly)	$36	$51	$50	$40	$34.85	No open tie-downs	Not listed	$25
Single-Engine Open Tie-Down Fee (Daily)	$6	Not listed	Not listed	$5	Not listed	No open tie-downs	$5 (Transient)	Not listed
Twin-Engine Open Tie-Down Space (Monthly)	$45	$68	$68	$40	$34.85	No open tie-downs	Not listed	$25
Twin-Engine Open Tie-Down Space (Daily)	$8	Not listed	Not listed	$9	Not listed	No open tie-downs	$10 (Transient Multi-Engine)	Not listed
Turboprop Open Tie-Down Space (Monthly)	$75	Not listed	Turbine Engine over 5,000 lbs. MTOW & Helicopter, over 2,500 lbs MTOW, monthly fee: $138	Not listed	$34.85	No open tie-downs	Not listed	$25
Turboprop Open Tie-Down Space (Daily)	$10	Not listed	Not listed	Not listed	Not listed	No open tie-downs	Not listed	Not listed
Jet Open Tie-Down Space (Monthly)	$90	$138	Not listed	Not listed	$34.85	No open tie-downs	Not listed	$25
Jet Open Tie-Down Space (Daily)	$12	Not listed	Not listed	$34	Not listed	No open tie-downs	$15	Not listed
Helicopter <12,500 lbs. Open Tie-Down (Monthly)	$36	$138	$50	Not listed	$34.85	No open tie-downs	Not listed	$25
Helicopter <12,500 lbs. Open Tie-Down (Daily)	$6	Not listed				No open tie-downs	Not listed	Not listed
Helicopter >12,500 lbs. Open Tie-Down (Monthly)	$50	$138	$68	Not listed	$34.85	No open tie-downs	Not listed	$25
Helicopter >12,500 lbs. Open Tie-Down (Daily)	$9	Not listed	Not listed	Not listed	Not listed	No open tie-downs	Not listed	Not listed
Twin-Rotor Helicopter Open Tie-Down (Monthly)	$100	$138	Turbine Engine over 5,000 lbs. MTOW & Helicopter, over 2,500 lbs MTOW, monthly fee: $138	Not listed	$34.85	No open tie-downs	Not listed	$25
Twin-Rotor Helicopter Open Tie-Down Space (Daily)	$10	Not listed				No open tie-downs	Not listed	Not listed
Small Covered Tie-Down Space (Monthly)	$45	$140	Not listed	All covered tie-downs privately owned	$139.87	$66.95	Not listed	T-Shade $35

Community Services

Program /Type of Fee	Approved Fee Schedule	Fee Currently Charged (if there is a range)	Notes	Avondale	Goodyear	Glendale	Peoria	Surprise
Administrative Fees								
Copy/Print Fees	$.10/page B&W $.75/page Color	$.10/page B&W $.75/page Color	Library Fee	.25/page B&W-$1.25/page Color	.25page BW/Color .75	BW only/.20 per page	.BW only .20 per page	.10/pageB&W .25Color
Fax Fees	$1.00/Page	$1.00/Page	Library Fee	No Charge	NA	NA	first page $2 $1 each additional after	sending $1 per page receiving .25 oer oage
Replacement Fee	Direct Cost + $5 processing fee	Direct Cost + $5 processing fee	Library Fee	Direct Cost only	Direct Cost	Direct Cost	Direct costplus $10 service fee	Direct Cost
Library Card Replacement Fee	$1	$1	Library Fee	$1	$2.00	Free	Free	$2.00
Interlibrary Loan No Pick Up Fee	$10	$10	Library Fee	No Charge	No charge	No Charge	No charge	No charge
Library Damaged Item Fee	$.15-$15	Direct Cost + $5 processing fee	Library Fee	$5-$30	Replacement cost	Replacement cost	Replacement cost	Replacement cost
Beer Permit	$20-$30	$25.00	Current Fee: $25	$25	No permit needed	R$20-NR$25	$10	R-$10 NR-$20
Inflatable Permit	$20	$20	One 15'x15' allowed, staking not allowed. Allowed at Kell Park, Serena Park, Town Park and Sundance Park	No Charge	No charge	$25-$60 ranges on park and residency	No Charge	Inflatables are prohibited
Misc. Discounts (Early Registration, Etc.)	$.50 - $50	$.50-$50	20% employee discounts $50 Coaches Credits	20% discount to all residents	Staff receive Free memberships Coach credit/$90	none	Coach credit cover cost of Reg	Early bird Reg/employee disc. Coaches credits coming in fall
Misc. Fees (Tickets, Admission, Parking, Concessions, Deposits, Non-Business Hour Rentals, Holiday Hour Rentals, etc.)	$.25 - $250	$.25 - $250	Air Fair Parking: $10/online $15/Day of Air Fair VIP Experience: $80 presale $90/day of VIP2day presale/$105 $115/Dayof Marathon: Full-$80-$105, 5k: $25-$45, Fun Run-$20-$25 Special Event Application Fee: $25 Expedite Review Range of fees to increase to allow flexibility in pricing for Marathon and other events				Non business hr rental fee $50/hr Small room rental$100 deposit fee Large room rentals $500 Deposit	
Refund Administrative Fee	$2.00	$2.00	Processing fee for ALL refunds		No fee	$5.00	$5 refund/Transfer	No Refund
Rentals								
Small Room Rental (20 people and under)	R-$25/hr NR-$50/hr NP-50% Discount		Coyote Library Innovation Room: 12 people	R$24 NR $35	R-$40/hr NR $80/hr ORG: $100/hr	R-$64 NR-$68 (20 and under)	R-$60/hr NR80hr	R$30/hr-NR$40hr
Medium Room Rental (21 - 70 people capacity)	R-$50/hr NR-$75/hr NP-50% Discount	R-$50/hr NR-$75/hr NP-50% Discount	Sundance Recreation Center Activity Space 1: 62 people Sundance Recreation Center Activity Space 2: 58 people Sundance Recreation Center Activity Space 3: 47 people	R-$28-NR$35	R-$40/hr NR $80/hr org: $100/hr	(30-65 ppl) feeVaries on room $36hr-$58hr NR fee$10	R$160/hr NR$210/hr	R160/hr-NR$170/hr

Program /Type of Fee	Approved Fee Schedule	Fee Currently Charged (if there is a range)	Notes	Avondale	Goodyear	Glendale	Peoria	Surprise
Large Room Rental (71 people and above)	R-$100/hr NR-$125/hr NP-50% discount	R-$100/hr NR-$125/hr NP-50% discount	Senior Center Multi-Purpose Room: 125 people Sundance Rec Center Multiple Activity Space: 167 people (all three) Coyote Programming Room: 75 people (limited by chairs). 309 people with	$60-$100ph	Res Only $100/hr	fee varies on room NR fee $10/hr $95-$142/hr	(up to 224 ppl) R-$250hr NR-$325hr	R-$210-NR$220
Pool Rental (Zero Depth Only up to 150 people / 4 lifeguards/ 2-hr min.)	$50-$75 per hr	(2hr min) R-$50 / 4 lifeguards $60/ 4 lifeguards	Entire pool $166/hr 2hr min (most common type of pool rental))	Entire pool $400hr/$50bookingfee half pool $300hr plus $50 booking fee	Full pool Rental $600/hr Play pool $400/hr Play pool with slide $450/hr Competion pol rental $250/hr lane rental $50/hr	No private pool rentals offered	Varies per pool 60 or less $250/hr-$425hr	(Varies per pool) 10-400ppl $280-$450hr
Pool Rental (Zero Depth & Slide Only / 2 lifeguards / 2-hr min.)	$25-$40 per hr	(2hr min) R$25 / 2 lifeguards $35/ 2 lifeguards		NA	NA	NA	NA	NA
Pool Rental (Deep End/Lap Lane Only / 3 lifeguards / 2-hr min.)	$38-$55 per hr	(2hr min) $38 / 3 lifeguards $48 / 3 lifeguards		NA	NA	NA	NA	NA
Pool Rental (Diving Well Only / 3 lifeguards / 2-hr min.)	$38-$55 per hr	(2hr min) $38 / 3 lifeguards $48 / 3 lifeguards		NA	NA	NA	NA	NA
Pool Concessionaire Only (1 cashier / 2-hr min.)	$12-$30 per hr	(2hr min) $12/ 1 cashier $22/ 1 cashier		NA	NA	NA	NA	NA
Pool Supervisor (Required for all Pool Rentals)	$15-$30 per hr	$15 /hr $25/hr		NA	NA	NA	NA	NA
Field Rental without lights	R-$10/hr NR-$20/hr	R-$10/hr NR-$20/hr		R20-N30	R-$10hr NR $20 Org $25	R-$17 NR-$25 (no light fee)	R$35/hr NR$55/hr	
Field Rental with lights	R-$30/hr NR-$40/hr	R-$30/hr NR-$40/hr		R20-N30	R-$20 NR-$40 Org-$50	R-$17 NR-$25 (no light fee)	R$55/hr NR$75/hr	R$35 NR45
Field Preparation (per Field)	R-$15 NR-$25	R-$15 NR-$25	$25	$25 prep	R-$40 NR-$80 Org$100	No charge	N/A	R45 NR45
Ramada Rental (4-hour block)	R-$10 NR-$20	R-$10 NR-$20	25 People or less	10 NR15	R-$35 NR-$70 Comm$90	R-$10/hr NR$20/hr	R$30-NR$70	R-$20 NR $35 (15-20ppl)
Medium Size Ramada (4-hour block)	R-$50 NR-$100	R-$50 NR-$100	25 to 75 people. Addition of Lake Pavilion (40' x 50') or quarter rental of the Grand Pavilion at Sundance Park necessitates a new fee as these larger sized ramadas can accommodate	15 NR20	R-$50 NR-$100 Comm-$125	2 tables 10 -20/hr	R$50-NR$90	R-$30 NR-$55 (20-40ppl)
Large Size Ramada (4-hour block)	R-$150 NR-$250	R-$150 NR-$250	Up to 300 people. (50' x 120' ramada - Entire rental of Grand Pavilion at Sundance Park)	$20 $30 16 tables $50hr $75 NR	None	R$25/h $45/h	R$80-NR$120	R $65-NR-$125 (60ppl)
6th Street Plaza (Excludes Event Lawn)	$250 per day	$250 per day		NA	NA	NA	NA	NA
Buckeye Arena (Grounds/Arena)	$250 per day	(no longer reserve)		NA	NA	NA	NA	NA
Parks & Recreation Programs and Fees								
Open Swim	$2.00 per person	$2.00 per person		$3per person (Res only)	(Residents only) Yth-$3 Adult-$5 Sr-$4	under 2 free R-adults $5 NR-$6 R-Senior $3 NR-$4	Youth-$3 Adults-$5	Youth R 6-17yrs $2 Adult R $3 NR ALL ages $5 Adult R
Aqua Aerobics & Lap Swim	$1.00 - $5.00 per person or $25-$40 season pass	aerobics/lap $2 pp $40 season pass		$30	(Residents only) Yth-$3 Adult-$5 Sr-$4	Aero R$16-$48 NR $20-60	R$45/Session NR-$60/Session	R-$3 NR $5
Swim Lessons	R-$20/hr NR-$30/hr	R-$20/hr NR-$30/hr		R-$30	(Residents only)$30	$40-$100 (Depends on session length)	$28 R / $36 NR	R-$25 NR-$45
Private Swim Lessons	$15 per class	$15 per class		None	N/A	N/A	$60 R / $70 NR	R-$40 NR-$60
Lifeguard & Water Safety Instructor Training Class	Direct Cost + 10% (NR additional $10)	R$125 NR150		No charge	Class is free/Cert-$200	LG R$100/NR$120 WS R$100/NR$120	$90 R/ $120 NR	$100-$150

Program /Type of Fee	Approved Fee Schedule	Fee Currently Charged (if there is a range)	Notes	Avondale	Goodyear	Glendale	Peoria	Surprise
Swim Pass - Individual	R-$50 NR-$60	R-$50 NR-$60	none	N/A	(depending on age mthly/semiAnnual-Annual) $20-$600	N/A	$45	Youth 11-17/$30.00 Adult-$50
Swim Pass - Family (up to six)	R-$150 NR-$175	R-$150 NR-$175	none	N/A	GRC memb pass includes pool $50/month	none	$150	Family of 5-$100
Youth Sports Leagues	R-$40-$125 NR-$50-$135	R-$70-80 NR $80-$90	Soccer R70 NR80 BasketballR70 NR80 FlagfootballR70-$80 BaseballSoftball R-80 NR90	$70-$85	$90-$125	R$50/NR$60	R$90-$120	$70-$100
Adult Sports Leagues	$100-$500	NR$500 per league R $475 per league	Returning teams early reg $450	$50 Pickle ball $525 per team	SB $550 per team VB$150 per team	R-$455-NR-$555/Team	$550 Flat	Flag fball lg $300-$750 Softball Lg $450-$800 Basketball Lg450-$800 Kickball Lg $200-$500 Sand Volleyball Lg $200-$500 Soccer lg $450-$800 Baseball Lg $1,000-$2,500
Tournaments	$100-$500	$50-$500	This ranges on number of fields and	$200				
Summer Recreation Program	R-$60-$90 NR-$70-$100	R90-NR 100	$80 for early bird	None/Open Rec	FullDay R/$320 NR/$385 HalfDay PM R/$$180 NR/$220 Half DayAm R/$180 NR/$220	Free	$200	N/A
Summer Recreation Day Pass Fee	$5	$10	BaseballSoftball R-80 NR90	N/A	N/A	NA	none	N/A
Summer Camp Daily Fee	$25	$25		N/A	N/A	$110 per/week	$115-185 per week	R-$30 NR-$34
School Break Camp Daily Fee	$20-$25	$20-$25		R-$200 NR $240 (biweekly)	R-$20 NR-$25	Free Drop in at Rec only	$32 per day	R-$30 NR-$34
School Break Camp Weekly Fee	$100	$100		N/A	N/A	Free Drop in at Rec only	$163R/$178NR	Daily only
Kids BASE & Lil Squirts Registration Fee	$25 per child	$25 per child		N/A	Flat Enrollment fee		$20 reg fee/$50 prek	PrekReg-$30 PrekNR $50
Lil' Squirts Program	$35-$55 per week	$55	N/A	N/A	Non licensed PreK $216-$780 per School Year	$50-$350/Month	$210/week	R-$60 NR-$80
Kids BASE Morning Daily Fee	$5-$8	$8		N/A	NA	Free Drop in at Rec only	$9	NA
Kids BASE Afternoon Daily Fee	$4-$12	$12		N/A	NA	Free Drop in at Rec only	$15	NA
Kids BASE Morning Weekly Fee	$20-$40	$35		N/A	NA	Free Drop in at Rec only	only flat $95am/pm weekly fee	NA
Kids BASE Afternoon Weekly Fee	$15-$65	$60		N/A	NA	Free Drop in at Rec only	NA	NA
Trips for youth and teen participants	Direct Cost + 10% - 30%		N/A		$20-$42	No trips occasional free events on site		$20-$40
Teen Activities, Dances and Programs	$4-$25			$10-$75	Free	(NR-$10) $10-$110	$5-$109	$5-$210
Special Interest Classes, sports camps/clinics	Direct Cost + 10% - 30% (NR additional $10)		$7-$70	$0-$156	$10-$200	(NR rate $10) $0-$110	(NR fee$15) $0-$294	$20-$150
Senior Classes	Direct Cost + 10%			$5-$15	$3-15	$0-$20	$1.50-$65	$5-$50
Senior Fieldtrips	Direct Cost			$10-$40	$30-$65	$0-$15	$8-$85	$20-$100
Overnight Camping Fee	$10 - $35 per night	$20 per night	none	NA	NA	NA	NA	NA
Special Events								
Event Booth Space Fees	$0-$500 and/or 10%-30% of proceeds	Direct cost only		Food trucks $25-$200 Exhibitors $25-$150 NP $15-$75	Small events $15-$100 Food $150-$5001 Large Events $100-$300 NP Waived or Dicounted	$35-$550 food-10% sales	(Per Vendor Broker) $65 for a product vendor $150-$300	PerVendor/PerEvent (varies) Food $50-$500 Business $100-$1,000 Arts And Crafts $40-$80 NP Group Booth $150-$250
Special Event License Fee	$25 - $100		$45 Application Fee, $55 for Blanket Business License	$25appfee/$40 lic. fee	$50 app fee	25 lic fee/$50appfee	$50-$100	$135

Building

Activity	Current Fee	Proposed Fee	Goodyear	Surprise	Peoria	Avondale	Glendale	Phoenix
Shell Building – Commercial, Valuation = $8,252,772, Square Footage = 62,521	$44,593	$53,108	$29,874	$42,264	$32,133	$44,211	$40,597.74	No comparison done on these fees
Certificate of Occupancy / Certificate of Completion	$100	$140	$500	$75	$150	$100	$114.35	No comparison done on these fees
Temporary Certificate of Occupancy	NEW	$140	$500	$500	$1,000	$150	$531.22	No comparison done on these fees
First Extension of TCO (61 to 120 Days) 10% of Original Building Permit Fee	NEW	10% of permit	5% of the permit fee, minimum $200	None listed	None listed	None listed	$1,062.46	No comparison done on these fees
Second Extension of TCO (121 to 180 Days) 20% of Original Building Permit Fee	NEW	20% of permit	5% of the permit fee, minimum $200	None listed	None listed	None listed	$2,124.94	No comparison done on these fees
Third Extension of TCO (181 to 240 Days) 30% of Original Building Permit Fee	NEW	30% of permit	5% of the permit fee, minimum $200	None listed	None listed	None listed	None listed	No comparison done on these fees
Change of Occupant	NEW	$166	$0 (up to $10,000 valuation) or $97 (Min $50 ½ Hr) ($10,001 value or more) - Plan Review $100 - Permit $86 - Planning and Zoning $102 – Application	None listed				No comparison done on these fees
Product/Material Handling	NEW	BOSV	10% of stated value	None listed				No comparison done on these fees
ADU/Accessory Structures (to include commercial parking canopies) {Table 1A: $2,000 Base}	$125	$490	$100	$112	$121	$125	$87	No comparison done on these fees
Window Replacements	BOV	BOV	None listed					No comparison done on these fees
Patio Covers (residential) {Table 1A: $500 Base}	$50	$269 for $500 valuaton	Plan Review: $20 / Application: $102	50% of cost per square foot of ICC valuation	$13	None listed	None listed	No comparison done on these fees
AFP-annual facilities permit	None	None	No comparison done on these fees	$275	No comparison done on these fees			$750

Planning

Activity	Buckeye Current Fee	Buckeye Full Cost	Goodyear	Surprise	Peoria	Avondale	Glendale
Site Plan							
Site Plan Administrative (original and major) base fee	$3,785	$2,745	Site Plan Review Major $5,825	$3,000	$6,000	$5,600	Design Review: $875.93
Site Plan (original and major) per acre	$25	$48	no per acre fee	$30	$50	no per acre fee	$112
Preliminary Plat							
Preliminary Plats Base Application Fee, Plus	$5,000	$3,942	$1,200 (10 or fewer lots) $4,662 (11-200 lots) $5,521 (201+ lots)	$2,500	$1,500	$1,785	$854.70
Preliminary Plats Per Lot Fee	$25	$35		$30	$50	$30	$29.51
Rezone							
Rezoning (non PAD/CMP)	$2,780	$2,894	Standard District $7,741	$3,000 plus $20 per acre	$3,000.00	$1,425.00	Single Family $2,276 Multiple Residence $3,409
CMP/PAD							
Rezone to PAD base fee	New fee	$3,932	$3,000 plus standard district fee of $7,471	Major PAD amendment $2,500	$4000 + $45 per acre (PAD); $7,500 + $45 per acre (PCD)	$1,785 + $70/acre	$3,409.36 plus $112.14 per acre
Rezone to CMP base fee (up to 160 acres)	New fee	$7,859	None listed	None listed	None listed	None listed	None listed
Rezone to CMP (over 160 acres) per acre fee	New fee	$3	None listed	None listed	None listed	None listed	None listed
Final Plat							
Final Plat base fee	$3,990	$2,926	None listed	$1,200	Master Resid Dev $2,000 Major Resid SD $1,200	$995	$2,871.00
Final Plat plus per lot	$25	$35	None listed	$17	Master Res Dev $25 Major Res SD $10	$9	$30.00

Engineering

Activity	Buckeye Current Fee	Buckeye Proposed Fee	Goodyear	Surprise	Peoria	Avondale	Glendale
Review Fees							
-Engineering Plan Review (Per sheet)	$430	$344	$145	Concept review: $300	$360	$375	$358.88
-Engineering Report Review	NEW	$929	$1,477	Concept review: $300	Drainage Report – Major Residential Subdivision: $1,000 + $10/acre	Limited design review: $250; Site Plan and Design Review Application: $5,600	$358.88
-Address map and addressing	$550	$372	$732	Map of dedication fee: $750	$25/lot	Minior Map Amendment: $1,425	Minor Map Amendment: $2,115.50 + $112.14/acre
-(residential) Address map and addressing	$2,010	$1,600	$971	Done on a per-address-basis	$25/lot	Major Map Amendment: $2,050	Major Map Amendment: $4,221.57 + $112.14/acre
-Master Engineering Report Review (Per hour?)	$160	$1,598	$111	$180	Misc. Engineering Review: $100	Limited Design Review: $250	Drainage report - first review $358.88
Permitting Fees							
-Major Infrastructure(Traffic signals, bridges, box culverts, etc) Permitting Fee	$160	$403	$100	Civil Engineering Permit and Inspections Annual Traffic Control Permit: $750	Capital Improvement Project Permit Fee: $50	Traffic Sign/Signal Repair/Replacement : $100	Not Listed

Activity	Buckeye Current Fee	Buckeye Proposed Fee	Goodyear	Surprise	Peoria	Avondale	Glendale
Grading Permitting Fees:							
Base Fee, Plus (Includes Clear and Grub)	$140	$168	Grading/Drainage (base) Base Fee Plus Per Acre: $242 / Grading/Drainage (additional) Plus Per Acre: $194; Mass Grading Permit 50% of G&D Permit cost: 50%	$135	Residential: $100 / Commercial: $200	$375	$126.73
Less than 5 Acres	$250	$287	Not Listed			$.07/Square Yard	Not Listed
Traffic Impact Analysis							
Traffic Impact Analysis	$160	$412	Engineering Traffic Report Base Fee: $370	$180/hour	$300	$225	$358.88

Fire Safety

Activity	Current Fee	Proposed Fee	Goodyear	Surprise	Peoria	Avondale	Glendale
Sprinklers Standard Plan Review	$160	$461	Fire Plan Review: $97	Not Listed	$150	$100-200	$237.99
Sprinklers, Per Facility: 120,000 sq. ft. or greater	$1,460	$1,324	$650		Not Listed	$1,360	$3,210
Flow Test	$100	$170	Not Listed	$110		$100	$63.38

Water Resources and Utility Billing

Activity	Current Fee	Proposed Fee	Goodyear	Surprise	Peoria	Avondale
New Account Processing Fee	$60	$27	$60	$63	$63	$60

Business Licenses

Activity	Current Fee	Goodyear	Surprise	Peoria	Avondale	Glendale
Contractors and Builders						
Application Fee	$25	Not Listed	$168	$20	$25	$25
Annual Fee	$125		$84	$25	$40	$25
Quarterly	$50		Not Listed	Not Listed	Not Listed	Not Listed
Mobile Food Vendors						
Application Fee	$25	Not Listed	$168	$20	$25	$25
Monthly Fee	$75	$100/event	Not Listed			
Annual Fee	$175	$100/event	$84	$25	$40	$25
Professional & Personal Services						
Application Fee	$25	Not Listed	$168	$20	$25	$25
Annual Fee	$65		$84	$25	$40	$25
Mercantile Business – Wholesale and Retail						
Application Fee	$25	Not Listed	$168	$20	$25	$25
Annual Fee	$65		$84	$25	$40	$25

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Based Monthly Tiedowns	
Single Engine	36
Twin Engine	45
Turboprop	75
Jet	90
Helicopter <12,500 lbs.	0
Helicopter >12,500 lbs.	0
Helicopter – Twin Rotor	0
Helicopter	36
Transient Daily Tiedowns	
Single Engine	6
Twin Engine	8
Turboprop	10
Jet	12
Helicopter < 12,500 lbs.	0
Helicopter > 12,500 lbs.	0
Helicopter – Twin Rotor	0
Helicopter	9
Based Monthly Covered Tiedown	
Small – Monthly	45
Large – Monthly	75

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Transient Daily Covered Tiedown	
Small – Daily	0
Large – Daily	0
Based Monthly Hangar	
T-Hangar	175
Conventional Hangar (minimum per sf)	.25
Non-Airworthy Aircraft	
Hangar Fee	2 x applicable fee above
Land Lease	
Application Fee	150
Land $/SF	Negotiated Rate
Monthly Vehicle Parking	
Tenant Vehicle/Trailer > 3 days	25
Access Device	
Gate Access	25
Gate Access Replacement	40
Airport Business Permit	
Annual Permit Fee	150
Temporary Permit Fee	50
Fuel Flowage Fee	
Per Gallon Delivered	.08
Administrative Fees	
Airport Hourly Rate – 2 hr. min	80
Overtime Hourly Rate – 2 hr. min	160

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Late Fee	15
Returned Check Fee	35
Airport Damage	Actual
Aircraft Removal	Actual
Miscellaneous Fees	
Banner Towing	50
Commercial Photography	50
Monument Signage	Actual
Meeting Space rental	50/hour 50% for non-profit aviation entities

User Fees: Public Works

User Fee Description	User Fee ($)
*Non-residential HHW drop-off	40
*Acceptance of freon-containing appliances	25
*City building key replacement	40
*Curbside collection White Goods	45
*Freon containing White Good disposal	45

** Please note that the Public Works User Fees will be adjusted each year by 4%**

Public Works Fee Explanation

HHW drop off fee - $40.00

This fee represents the average cost per participating resident for disposal of household hazardous waste (not including paint). It includes the annual receiving, storage, and disposal costs incurred by the city for the household hazardous waste program, per participant. This cost was obtained by calculating the disposal costs per pound of material per participant over the past three years of household hazardous waste collection.

Curbside Collection of Freon Appliances $45.00

This fee covers the average transport cost of collecting an item from a home in Buckeye and transporting the item to our Public Works Yard, including associated staff time and materials. The fee is the same for freon appliances or household hazardous waste, as it is only for transport. This service is offered in response to resident requests for staff collection of these materials.

Freon Appliance Disposal - $25.00

This fee is based on the average cost to hire a contractor to remove freon from appliances, with a minimum of 15 refrigerators processed at one time. This represents a collective purchasing power for this service.

Annual Price increase of 4%

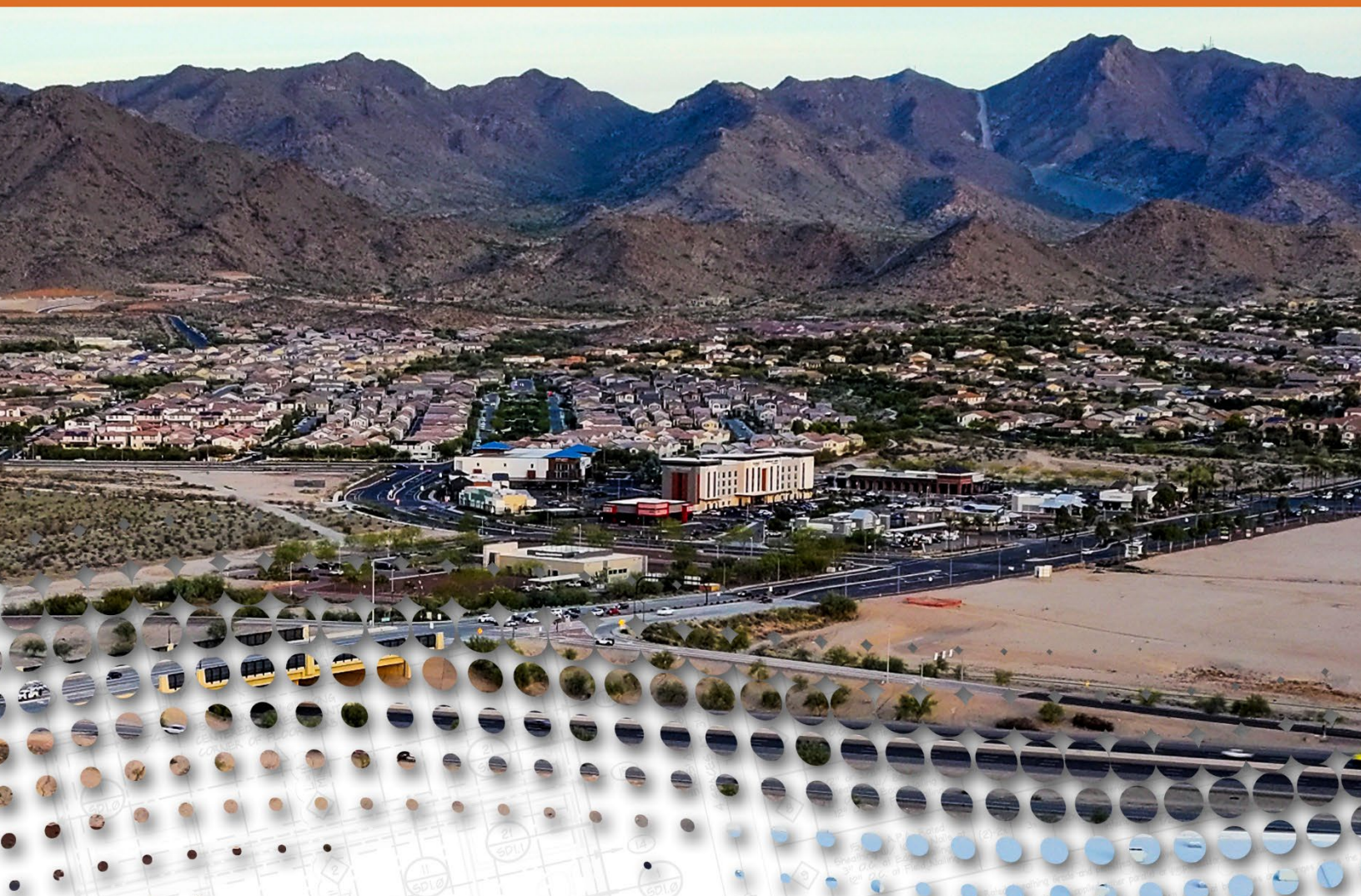
The solid waste industry has seen consistent year-over-year cost increases, driven by higher over-the-road shipping expenses, rising regulatory fees, and increased staffing costs. To sustain responsible and cost-effective operations, annual rate adjustments will be adopted using the Bureau of Labor Statistics (BLS) Consumer Price Index (CPI) subcategory for "Water and Sewer and Trash Collection Services."

- Public Works recommends a 4.0% annually for the next 5 years.
- This benchmark closely reflects industry inflation and ensures that city rates remain up-to-date with actual operating cost pressures, including ongoing increases in labor, transportation, and regulatory compliance across the solid waste sector.

Item	2026	2027	2028	2029	2030	2031	2032
Non-residential HHW drop-off	$40.00	$41.60	$43.26	$44.99	$46.79	$48.67	$50.61
Curbside HHW collection	$45.00	$46.80	$48.67	$50.62	$52.64	$54.75	$56.94
Acceptance of freon-containing appliances	$25.00	$26.00	$27.04	$28.12	$29.25	$30.42	$31.63
Key replacement	$40.00	$41.60	$43.26	$44.99	$46.79	$48.67	$50.61

Key Replacement

Charging employees and tenants for lost key replacements helps recover the direct costs and security measures required to maintain protected facilities. It also reinforces accountability and encourages careful handling of issued access keys.



DEVELOPMENT

USER FEE SCHEDULE

BUCKEYE
ARIZONA

DEVELOPMENT SERVICES

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SUMMARY

The City of Buckeye has adopted the following Development User Fee Schedule to provide clearly described, value-added service to its residents and business partners. This new user fee schedule will assist in streamlining the City's processes and thereby provide a more cost-effective way of meeting the public's needs for services. The Development User Fee Schedule contains in-depth descriptions of what is included with the fees collected and is broken down into seven (7) sections for ease of use. Each section describes the fee structure and services included with those fees.

The City Council will review the User Fee Schedule on an annual basis and reserves the right to adjust fees based on the Consumer Price Index for Urban Communities (CPI-U). Additionally, the Council will undertake a user study every five (5) years to re-evaluate fees based on economic trends and the City's financial status.

Our Mission Statement is to serve as an exceptional city government that prioritizes the needs of its residents, businesses, and visitors. The city aims to provide a safe and sustainable quality of life, foster economic growth and stability, and ensure the maintenance of reliable infrastructure. This mission is supported by a strategic plan that emphasizes teamwork, innovation, and fiscal responsibility.

SECTION 0: GENERAL REQUIREMENTS

All new fees are applicable at the time of permit applications and effective at the date of adoption.

1. Expired Permit
    A. Any permit that has not requested a required inspection within 180 calendar days from the permit issuance date or the most recent inspection is considered expired.
    B. Applicants may be required to resubmit plans for review and re-approval.
    C. All non-legitimate requested inspections are required to pay the re-inspection fee, and the permit expiration date will not be extended.
    D. Pay all applicable fees.
    E. See individual sections for actual fees.
2. Permit Extension
    A. The Applicant can extend the permit expiration date when requested in writing before the permit expires.
    B. Permit Extension Fee is 10% of the original Permit Fee.
    C. Each extension is 180 calendar days from the date of request.
    D. There is a maximum of two (2) permit extensions.
3. Work Commenced Prior to Permit Issuance
    A. The fee is one (1) time the amount of the original calculated permit fee (excludes plan review fees) and shall be in addition to the required permit fees.
    B. Applies to all work or construction that requires a city permit.
4. Expedited Submittal Review – *Expedited plan review services are based on resource availability*
    A. Expedited fees are two (2) times the amount of the original calculated fee.
5. Unclassified or Unspecified Services
    A. The rate for any unclassified or unspecified fees shall be charged at the User Fee hourly rate per fee Section. This includes, but is not limited to inspections, plan review, meetings, records investigation, etc. as determined by the city.
6. Refunds
    A. All refund requests shall be made in writing within 180 calendar days of payment date by the Permit Applicant stating the reason for the requested refund. All fees not refunded within 180 calendar days will revert to the city with no exceptions.
    B. Up to 80% of the original permit fee may be refunded if no work has commenced, and no inspections have been conducted.
    C. No Planning, Building, Fire or Engineering plan review fees will be refunded once City review has commenced.
7. Cancellation Fee
    A. Cancellation Fee will be $55.00
    B. This fee shall apply to all cancellation requests.
8. Inspections
    A. All non-legitimate requested inspections are required to pay the re-inspection fee, and the permit expiration date will not be extended.

SECTION 1: PLANNING

1. Discovery Meetings are requests for the status of development projects. Information requested at these meetings generally includes overall project completion status, utility service availability including water and sewer capacity, request for documents, and other due diligence items related to development.
2. Modification of Condition/s refers to a request for a change to one (1) or more approved Conditions. The process will include decision from the same body.
3. Amendment per acreage fee will be calculated on the impacted area only.
4. Concept Site Plan only applies to the Apache Rainbow Employment Overlay District unless otherwise specified in the Development Code.
5. Please refer to the City Development Code and/or application guidelines and checklists for additional criteria, terms and definitions.

User Fee Description	User Fee ($)
ADMINISTRATIVE FEES	
Annexation	0
Pre-Application Conference (PAC) Meeting – less than 360 acres	500
Pre-Application Conference (PAC) Meeting – with 360 acres or more	1,000
Discovery Meeting	1,980
Zoning Verification Letter, (only zoning), per parcel, per request	300
Planning Consultation Meeting, per hour (one hour minimum)	100
Applicant Initiated Continuance Request	500
Modification of Stipulations (Applicant initiated)	845 PC
Time Extension: Administrative	250
APPEALS	
Appeal of Administrative or Planning Commission Decision	1,240
USE PERMITS AND SIGNS	
Conditional Use Permit without Site Plan	1,600
Conditional Use Permit with Site Plan	4,500
Special Event Temporary Use Permit	100

SECTION 1: PLANNING

User Fee Description	User Fee ($)
Temporary Sign Permit	100
Comprehensive Sign Plan: Administrative	1,112
Comprehensive Sign Plan: Planning Commission	1,650
Comprehensive Sign Plan: Amendment	700
DESIGN REVIEW	
Residential Design Review	780
Commercial Design Review	555
Residential or Commercial Design Review Amendment	555
Planning Unit Plan: base fee plus per acre	5,520
Planning Unit Plan Amendments: base fee plus per acre	4,165
Planning Unit Plan: fee per acre	3
DEVELOPMENT CODE AMENDMENTS	
Development Code Amendment (Applicant initiated)	3,330
GENERAL PLAN AMENDMENTS	
General Plan Amendments: Major	5,900
General Plan Amendments: Minor	3,064
LANDSCAPE	
Native Plant Inventory and Native Plant Salvage Permit: base fee	435
Native Plant Inventory and Native Plant Salvage Plan Review: per sheet	40
REZONE	
Rezone to PAD: base fee (for 40 acres or less)	3,930
Rezone to PAD: base fee (for 40+ acres)	7,860
Rezone to PAD: plus per acre fee (41+ acres)	3
Rezoning (non-PAD)	2,895
Major amendments to PAD/CMP including PAD/CMP with overlays base fee (up to 160 acres)	6,555

SECTION 1: PLANNING

User Fee Description	User Fee ($)
Major amendments to PAD/CMP including PAD/CMPs with overlays base fee plus per acre fee (for 161+ acres)	1
Minor Amendment to PAD/CMP including PAD/CMP with overlays	2,855
Rezone from obsolete zoning district – from Planned Residential (PR) zoning to any new single family zoning district and from General Commerce (GC) to any industrial zoning district from PR zoning to any new single family zoning district and from GC to any zoning district (except for 1-2)	0
SITE PLAN	
Site Plan: base fee	3,517
Site Plan: per acre	50
Concept Site Plan Review (AREOD)	2,943
Amendment to Site Plan	1,870
Amendment to Site Plan: per acre	50
DIVISION OF PROPERTY	
Abandonment of Right-of-Way	1,710
Map of Dedication	2,540
Corrective Plat or Affidavit (Applicant initiated)	1,160
Lot Split/Lot Combination	1,340
Minor Subdivision	1,875
PRELIMINARY PLAT	
Preliminary Plats: base application fee	3,940
Preliminary Plats; per lot Fee	35
FINAL PLAT	
Final Plat: base fee	3,000
Final Plat: plus per lot	35

SECTION 1: PLANNING

User Fee Description	User Fee ($)
RE-PLATS	
Re-plat Administrative* * If the replat creates more than 10 lots, the replat will be assessed the final plat fee.	1,760
VARIANCES	
Variance Fee	2,190

SECTION 2: ENGINEERING REVIEW

Fee Structure: All engineering reviews are fee based as detailed below.

1. All engineering construction plans and reports required for project completion must be submitted initially together as a "Complete Submittal". The following is an example list of engineering plans and reports:
    A. Grading and Drainage Plans including SWPPP
    B. Drainage Report
    C. Sewer Plans
    D. Sewer Report
    E. Water Plans
    F. Water Report
    G. Paving and Storm Drain Plans
    H. Signing and Striping Plans
    I. Street Light Plan
    J. Intelligent Transportation Systems (ITS) Plans
    K. Landscape Plans
    L. Address Map
    M. Final Plat
    N. Phase 1 Environmental Site Assessment (ESA) and any additional assessments as required and determined by the Phase 1 ESA
    O. Geotechnical Report
    P. Other required improvement plans and reports as determined by the development scope (i.e. Traffic Signals, bridges, RID/BWCDD, etc.)
2. All fees per sheet are required to be paid at the time of submission. No plans will be accepted without payment.
3. All hourly fees are required to be paid prior to the return of City reviewed documents. No hourly reviews will be returned prior to payment.
4. Addressing Fees
    A. Addressing fees include addressing associated landscape and/or utility meters.
5. Engineering Plan Review Fees
    A. All plan review fees are paid per plan sheet submitted.
    B. The initial per sheet fee includes the first, second, and third reviews of plans.
    C. Fourth and subsequent review fees are charged per redlined sheet for each review (redlined sheets charged based on per sheet fee).
    D. "Redlined sheet" means a comment has been added to a sheet that requires the Engineer to provide corrections. Redlined sheets must be attached to the subsequent resubmittal.

SECTION 2: ENGINEERING REVIEW

6. Master Reports
    A. Master Reports are reports that cover more than one parcel, plan set or large geographical area, and may include Master Drainage Reports, Master Sewer Reports, Master Water Reports, Independent Design Reports, Independent Design Letters, Traffic Impact Analysis, Regional Reports, etc.
    B. Master reports are charged a base fee that includes up to 12 hours of review time. If needed, the review time after 12 hours will be charged on an hourly basis.
7. CLOMR and/or LOMR
    A. As the Flood Control District of Maricopa County (FCDMC) is currently the Floodplain Administrator for the City, applicants will route all CLOMR and LOMR submittals through FCDMC for review and approval. The City, as the Community Floodplain Administrator, will be provided with a cursory review of the submittal.
    B. CLOMR and LOMR submittals will be charged a base fee that includes up to 2 hours of review time. If needed, the review time after 2 hours will be charged on an hourly basis.
    C. In the event that the City becomes the Floodplain Administrator, all CLOMR, LOMR, Floodplain Use submittals will be completed by the City and/or a consultant. If a consultant is utilized, the Consultant's cost will be charged to the applicant on top of the base fee.
8. Revised Engineering Plans
    A. Revised engineering plans are any engineering plans that require changes after City approval.
    B. Revised engineering plans are charged on a per revised plan sheet submitted.
    C. Chargeable sheets are only those sheets with revisions.
    D. For additional information and requirements regarding plan revisions, reference the Engineering Plan Revision Guide found on the City's website.
9. Revised Engineering Reports
    A. Revised engineering reports are any engineering reports that require changes after City approval.
    B. Revised engineering reports are charged a base fee that includes up to 2 hours of review time. Review time after 2 hours will be charged on an hourly basis.
10. Expired Engineering Plans
    A. Approved engineering plans are considered expired if the plans have not been permitted within 2 years from the City approval date.
    B. Permitted engineering plans are considered expired if the permit has expired and the plans are beyond the 2-year maximum allowance.
    C. For additional information regarding expired engineering plans and reports, refer to the Expired Engineering Plan and Report Guide on the City's website.
11. Included in engineering fees are all associated with clerical costs for processing and maintaining City records, preparation of various correspondence from the City Engineer's office, scheduling meetings regarding review comments, staff time, and all other associated clerical fees associated with engineering reviews.

SECTION 2: ENGINEERING REVIEW

12. Construction permit fee calculations are completed upon approval of plans.
13. For expired permits, the permit fee will be based upon an engineer's certification of remaining quantities to be constructed. For expired grading permits, the permit fee is based upon the original project acreage.

User Fee Description	Unit	User Fee ($)
GENERAL FEES		
Expedited Turnaround Fees (2 Times Review Fees). *Expedited plan review services are based on resource availability*	All Submittals	2X
Cancellation Fee	All Submittals	55
Engineering Design Standards Variance Request: flat fee (if required)	All Submittals	245
ADDRESSING FEES		
Residential Address Map: base fee up to 50 lots	1st, 2nd, and 3rd	1,040
Residential Address Map: plus per lot above 50 lots	All Submittals	11
Street Name Exhibit	1st, 2nd, and 3rd	230
Commercial Site Plan Addressing	1st, 2nd, and 3rd	160
Additional Submittals	4th and beyond	40
Addressing Multi-Family BTR: base fee up to 50 units	Base fee	1,040
Addressing Multi-Family BTR: plus per unit above 50 units	Per unit	11
Addressing Multi-Family: base fee	Base fee	470
Addressing Multi-Family: plus per dwelling unit	Per unit	11
Single Address	EA	80
PLAN REVIEW – ENGINEERING		
Engineering Plans: per sheet	1st, 2nd, and 3rd	345
Additional Submittals, including supporting report review: per sheet	4th and beyond	160
Revised Engineering Plans: per sheet	All Submittals	180

SECTION 2: ENGINEERING REVIEW

User Fee Description	Unit	User Fee ($)
Major Infrastructure Plan Review		
: Water and Sewer: per hour	All Submittals	130
: Bridges, Signals, and all other Major Infrastructure	All Submittals	130
Dry Utility Plan Review: per sheet	All Submittals	180
REPORT REVIEW – ENGINEERING		
Master Reports (Master Water, Master Sewer, Regional Report, etc.: base fee up to 12 hours	All Submittals	1,600
Master Reports: hourly after 12 hours	All Submittals	130
Revised Master Reports: base fee up to 2 hours	All Submittals	300
Revised Master Reports: hourly after 2 hours	All Submittals	130
Engineering Reports: base fee for up to 7 hours	1st, 2nd, and 3rd	940
Engineering Reports: hourly after 7 hours or 3 reviews	4th and beyond	130
Engineering Letters/Memos: base fee up to 2 hours	All Submittals	260
Engineering Letters/Memos: hourly after 2 hours	All Submittals	130
Phase 1 Environmental Studies / Geotechnical Studies	All Submittals	No Fee
Conditional Letter of Map Review (CLOMR): base fee up to 2 hours	All Submittals	270
Letter of Map Review (LOMR): base fee up to 2 hours	All Submittals	270
CLOMR/LOMR: hourly after 2 hours	All Submittals	130
CLOMR/LOMR (Outside Consultant on top of base fee)	All Submittals	Actual Cost
Other Report Review - Not Listed Above, per hour	All Submittals	130
TRAFFIC REVIEW FEES		
Traffic Impact Analysis	EA	1,600
Traffic Impact Statement	EA	530

SECTION 2: ENGINEERING REVIEW

User Fee Description	Unit	User Fee ($)
SLIDs AND MIDs		
Street Light Improvement District (SLID) - Per Ordinance 43-05, Chapter 20 of Buckeye City Code	EA	1,425
Street Light Improvement District (SLID) Modification	EA	1,425
Maintenance Improvement District (MID) - Per Ordinance 42-06, Chapter 20 of Buckeye City Code	EA	1,425
Advertising Fee for MIDs and SLIDs that have more than one property owner and are required to be posted	EA	1,500
Posting Fee for those MIDs and SLIDs that have more than one property owner and are required to be posted, per each 300 LF of ROW	EA	100
Legal fees outside of the MID and/or SLID application fee for those MIDs and SLIDs that have more than one property owner and are required to be posted	EA	As Billed by City Attorney
SPECIALIZED REVIEW		
Outsourced Specialized Engineering Review	All Submittals	Actual Cost + 10%
Reviews by discipline (i.e., Structural)		Actual Cost + 10%

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

Fee Structure: All fees charged as detailed below.

1. Fees are based on Construction Permit Type (i.e., grading, drainage, sewer, water, street lighting, concrete, paving landscaping, dry utility, etc.).
2. Fees are paid at the time of permit issuance.
3. Item/Quantity fee-based calculation. All plans shall show a quantity breakdown in accordance with this fee schedule and the sections shown below.
4. Class Permit Descriptions are listed in the City Code.
5. Services described in this section are for customary and usual inspection services and inspection periods of time, additional fees may be required for services beyond what is considered customary and usual.

Services Included with Construction Permit Fee Payment:

1. Pre-Construction Meeting, project coordination, and project closeout.
2. Construction coordination / project management.
3. Approval of Maintenance and Performance Bonds and follow-up.
4. Inspections, Field Directives, and Utility Testing.
5. Material Submittal reviews.
6. As-Built Plan Reviews:
    A. Three (3) reviews included in base permit fee.
    B. 4th and subsequent reviews charged on a per sheet basis for redlined sheets only (see Section 2: Engineering Review fees).
7. Project Close-out Process:
    A. Meetings and communications regarding Close-out of Project, Final Walk, Punch List Inspection, Punch List Follow-up, Bond Reductions or Bond Exonerations, Distribution, and archiving Project Record Documents.
    B. Warranty Walk
    C. Conveyance
8. Clerical Services:
    A. Scheduling meetings, preparing/processing correspondence, and e-mail communications.
9. Public Infrastructure Assurance Agreements:
    A. Meetings with Developer, production, and processing.
10. Certificates of Insurance compliance review.
11. Project Stipulations tracking review and verification.
12. Private improvement reductions shown apply to private utilities (water, sewer, and storm water) and all onsite improvements.

Pavement Cuts

1. All pavement cuts in taxation district streets or other financed streets require a mill and overlay as required by the City Engineer.

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

2. Per City Code, pavement cuts in streets that have been overlaid or paved within the last four (4) years require a mill and overlay as required by the City Engineer.
3. All other pavement cuts are to pay the pavement restoration fees.

Haul Permits

1. Offsite hauling permits are required for hauling fill or excavation exceeding 10,000 cubic yards.
2. All offsite hauling permits may be required to include the following documents as requested by the City: PM10, SWPPP, sweeping schedule and routing, traffic control, uniformed officers, haul quantities, and/or truck types showing the number of loads as well as gross truck weights.
3. Oversized haul permits are required for routes that include city streets. Permits may include time restrictions depending upon the route.

User Fee Description	Unit	User Fee ($)
GRADING CONSTRUCTION PERMITS		
Base Fee, plus (Includes Clear and Grub)	EA	165
: Less than 5 Acres	AC	285
: 5 Acres or Greater, less than 20 Acres		
Fee for the first 5 acres	EA	1,600
Fee for each additional acre over 5 acres	AC	265
: 20 Acres or Greater, less than 50 Acres		
Fee for the first 20 acres	EA	5,740
Fee for each additional acre over 20 acres	AC	235
: 50 Acres or Greater, less than 200 Acres		
Fee for the first 50 acres	EA	13,250
Fee for each additional acre over 50 acres	AC	150
: 200 Acres or Greater, less than 500 Acres		
Fee for the first 200 acres	EA	42,100
Fee for each additional acre over 200 acres	AC	140
: 500 Acres or Greater		
Fee for the first 500 acres	EA	51,370
Fee for each additional acre is over 500 acres	AC	65

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
Clear and Grub (only without Grading)	EA	50
DRAINAGE CONSTRUCTION PERMITS		
Base Permit Fee, plus	EA	50
: Storm Drain and Irrigation Pipe	LF	1.10
: Storm Drain and Irrigation Manhole	EA	80
: Underground Retention	CF	0.30
: Headwall / Handrail	EA	80
: Catch Basin	EA	120
: Scuppers (Includes Spillway / Handrail)	EA	120
: Spillway	EA	65
: Drywells or Trench Drains with Standard Treatment Chamber	EA	500
: Drywells with Specialized Treatment Chamber	EA	1,000
: Specialized Treatment Chamber (Stand-alone)	EA	500
: Slope Protection (Rip-Rap, Gabions, Gunnite, etc.)	SY	0.65
SEWER CONSTRUCTION PERMITS		
Base Permit Fee, plus	EA	50
: Sewer Line	LF	1.10
: Sewer Service (New Main)	EA	23
: Sewer Tap to Existing Main	EA	80
: Cleanout	EA	50
: Main Tie-in Fee	EA	350
: Manhole	EA	185
: Drop Connection	EA	60
: Air / Vacuum Release Manhole / Value	EA	400
: Force Main	LF	1.50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
: Pipe Encasement	LF	30
: Monitoring Vault and Special Structures	EA	1,500
Private Improvements - 20% Reduction		
WATER CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Waterline	LF	1.10
: Water Service, (New Main)	EA	23
: Water Service Tap to Existing Main, less than 2 inches	EA	80
: Water Service Tap to Existing Main, greater than 2 inch – less than 6 inches	EA	160
: Tapping Sleeve and Valve / Tie-in	EA	300
: Flush / Curb Stop / Blow-off	EA	25
: Mainline / Lateral / Fire Hydrant Valve	EA	30
: Fire Line	LF	1.10
: Fire Hydrant	EA	60
: Backflow Device up to and including 3 inches	EA	80
: Backflow Device greater than 3 inches	EA	150
: Sampling Station / Air Release Valve	EA	90
Private Improvements - 20% Reduction		
STREET LIGHTING CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Streetlight	EA	50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
CONCRETE CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Sidewalk and Bicycle Path and Trail	SF	0.05
: Sidewalk Ramps and Truncated Domes: per Ramp	EA	80
: Curb and Gutter / Ribbon Curb	LF	0.25
: Valley Gutter / Apron	SF	0.40
: Driveway / Alley Apron	EA	55
: Return Style Driveway, Commercial Driveway and Bus Bay	SF	0.30
: Cut-off Wall	LF	1.50
Private Improvements - 20% Reduction		
PAVING CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Paving A/C (Per Lift - Includes Striping)	SY	0.45
: Concrete Paving	SY	0.50
: Mill and Overlay	SY	0.30
: Slurry / Micro Seal	SY	0.10
: Adjustments: Manholes, Blow-offs, Water Valves, Gas Valves, Utility Adjustment, Clean-outs, Survey Monument Hand Holes, etc.	EA	60
: Survey Monument		
: Type A	EA	25
: Type B	EA	15
: Street Sign	EA	25
: Barricade / Guardrail	LF	4
: Pavement Utility Pothole	EA	65
Private Improvements - 20% Reduction		

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
LANDSCAPING PERMITS		
Base Permit Fee, plus		50
: Landscaping	SF	0.05
Private Improvements - 20% Reduction		
DRY UTILITY PERMITS (RIGHT-OF-WAY ONLY)		
: Utility Vaults / Manholes	EA	95
: Utility Splice / Repair Pits	EA	75
: Utility Valves	EA	30
: Utility Trench (includes microtrenching)	LF	0.80
TEMPORARY TRAFFIC CONTROL FEES		
Application Fee – Per each traffic control configuration	EA	50
High-Volume Road Closure (Greater than 5,000 vehicles per day)	Per Day	2,500
Nighttime – High Volume Arterial Road Closure (7 pm to 6 am only)	Per Day	500
Low-Volume Road Closure (less than 5,000 vehicles per day)	Per Day	500
Nighttime Low Volume Arterial Road Closure (7 pm to 6 am only)	Per Day	250
Lane Restriction	Per Day	100
Left Turn Restriction at Signal	Per Day	100
Sidewalk Closure	Per Day	40
OTHER (INCLUDES BASE APPLICATION FEE AND RIGHT-OF-WAY PERMIT FEE, IF APPLICABLE)		
Engineer Cost Estimate or Executed Construction Contract required for fee calculation.		
Structures (Bridges, Flood Retarding Structures, Flood Walls, Channel Energy Dissipation Structures, Box Culverts, Wing Walls, etc.)	Cost	3.0%
Water (Booster Stations, In-line Boosters, Wells, Pressure Reducing Stations, etc.)	Cost	3.0%
Sewer (Lift Station)	Cost	3.0%
Traffic Signal	Cost	3.0%
Traffic Signal Box Art Fee	EA	4,500

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
Other	Cost	3.0%
PAVEMENT RESTORATION FEES		
: 1 to 99 SY, plus	SY	26
: 100 to 499 SY, plus	SY	7
: 500 to 1,759 SY, plus	SY	2
: 1,760 SY or greater	SY	0.80
NOTE: Other Utility Items - refer to individual utility fees for additional items		
OFFSITE HAULING		
Base Permit Fee, greater than 10,000 cubic yards, plus	EA	140
: Each additional 10,000 cubic yards or fraction thereof	EA	50
OVERSIZED LOAD HAULING		
Permit Fee	EA	50
MISCELLANEOUS INSPECTION FEES		
After Hours Inspection fee minimum of 4 hours	EA	560
Hourly Inspection Fees	HR	140
CLASS PERMITS		
Class 1 Permit: Minor Encroachment Permit (Block Party - Police Department)		
: Permit Process Fee		Free
: Roadside Memorials		Free
CLASS 1 PERMIT: MINOR ENCROACHMENT PERMIT (PUBLIC TELEPHONES, NEWS RACKS, PLACING TEMPORARY TRAFFIC BARRICADES IN STREET, PLACING MERCHANDISE ON SIDEWALK FOR TEMPORARY SALE, CURB ADDRESS PAINTING)		
: Permit Fee	EA	50
CLASS 2 PERMIT: ENCROACHMENT PERMIT FOR SIDEWALK FURNITURE (TABLES, CHAIRS, UMBRELLAS, BENCHES, PLANTERS, FLOWERPOTS)		
: Permit Fee	EA	50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
CLASS 3 PERMIT: ENCROACHMENT PERMIT FOR LANDSCAPE MAINTENANCE		
: Permit Fee, Annual Fee	EA, annually	175
CLASS 4 PERMIT: ENCROACHMENT PERMIT FOR TELECOMMUNICATIONS		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 5 PERMIT: ENCROACHMENT PERMIT FOR FIBER OPTIC CABLE, INTERSTATE SERVICES AND OTHER COMMUNICATION FACILITIES EXCLUDED FROM THE DEFINITION OF "TELECOMMUNICATION"		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 6 PERMIT: ENCROACHMENT PERMIT FOR CABLE TELEVISION		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 7 PERMIT: ENCROACHMENT PERMIT FOR UTILITIES		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 8 PERMIT: ENCROACHMENT PERMIT FOR STREET EXCAVATION		
: Permit Application Fee	EA	175
NOTE: Application and permit fees for class permits apply to all work within the City ROW unless otherwise governed by a franchise agreement.		

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION		
User Fee Description	**Unit**	**User Fee ($)**
MISCELLANEOUS		
Other Public Works Services	HR	100
Street Clean-up Fee [20-7-3]	HR	100
Streetlight Back-shield	EA	250
WIRELESS FACILITIES, IN ROW; FEES AND RATES, (PER HB 2365)		
Annual Use Fees		
ROW Use Fee, ($50 per Year x Number of SWFs)	YR	50
ROW Use Fee for Monopoles and Associated Wireless Facilities	Limited to not more than the direct and actual cost of managing the ROW	
APPLICATION FOR COLLOCATING SWFS, (EXISTING WITH NO MODIFICATIONS)		
SWF Collocation		
: 1 to 5 Applications, per Batch	EA	100
: 6 through 25 Applications, per Batch	EA	50
SWFs can be Batched up to 25 SWFs per Batch. : The First 5 are Charged at $100 each to Equal $500 : The Next 20 are Charged at $50 each to Equal $1,000 : The Total for a Batch of 25 Applications will be $1,500		
APPLICATION FOR UTILITY POLE AND MONOPOLE, (NEW OR EXISTING WITH MODIFICATIONS)		
New, Replacement or Modified Utility Poles **NOT** Subject to Zoning Review	EA	750
New, Replacement or Modified Monopoles and Utility Poles and Collocation or Wireless Facilities Subject to Zoning Review	EA	1,000
INSPECTION FEES		
: Inspection Fees for Small Wireless Facilities	HR	140

SY = Square Yard EA = Each LF = Lineal Feet CF = Cubic Feet AC = Acre YR = Year HR = Hour

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

Fee Structure: All fees charged as detailed below.

1. Per services listed in Building Safety section.
2. Fees are Based on Stated Value (BOSV), Calculated Value (BOCV), or Flat Fee as listed in the User Fee Description. (See Valuation Chart and Table 1-A).
    A. All BOV Plan Review Fees shall be 65% of the calculated Permit Fee and are in addition to the Permit Fee.
    B. All applicable Plan Review Fee payments are required at the time of submittal for all BOV permits.
    C. All Flat Fee permit fees are due at the time of submittal.
    D. Revised BOV permits will be charged with permit revision and a plan review fee of $130 per hour.
3. All Subsequent Reviews, 3rd review and beyond, will be charged on an hourly basis at $130 per hour.
4. Expired permit fees are calculated as new permit fees.

Services Included under User Fee Schedule

1. Associated clerical costs for processing and maintaining City records and archiving, preparation of various correspondences, scheduling meetings, etc.

User Fee Description	User Fee ($)
ADMINISTRATIVE FEES	
Subsequent Reviews (3rd review and beyond), per hour	130
Revised BOV, per hour	130
Building Board of Appeals, Per Appeal	3,680
Building Code Modifications or Alternative	608
Inspections (Outside Normal Business Hours {$140 per hour, 3 hours minimum})	420
Permit Revision Fee	232
Re-inspection Fees (minimum 24 hour wait prior to request for re-inspection)	106
Permit Cancellation Fee - Processing Fee	47
PLAN REVIEW FEES - FEE-BASED OR BASED ON VALUATION	
Plot (Site) Plan Review for Residential Homes, Per Plot Plan	54
Preliminary Fee for Review of Plans, Per Standards Plan (65% of Building Per Fee per ICC) - Residential Standard Plan Review	*BOCV

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Swimming Pool Standard Plan Review	293
SINGLE FAMILY RESIDENCE	
: Truss (Deferred) Calculation Review, Residential, 1st and 2nd Review, Per Structure	280
: Custom Homes (65% of Building Permit Fee per ICC)	BOCV*
NOTE: *BOCV: Based on Calculated Valuation (See Table 1-A)	
COMMERCIAL BUILDING	
Commercial Building (65% of Building Permit Fee per ICC), 1st and 2nd Review	BOCV*
Racking Review, Commercial, 1st and 2nd Review, Per Facility	BOSV*
Truss Calculation Review, Commercial, 1st and 2nd Review, Per Structure	652
Tenant Improvements	BOSV*
Other (as defined by Building Official)	BOSV*
UTILITY PERMIT FEES (ELECTRICAL, MECHANICAL, HVAC, PLUMBING, GAS, ETC.)	
AC Unit, Replace or Upgrade, Commercial or Residential (per unit)	109
Backflow Preventer, Commercial	109
Electrical, (Includes Clearance)	
: Meter Clearance (Up to 400 AMP)	153
: Service Entrance Section (Up to 400 AMP), Per Meter	276
: Electrical Meter or Service Section Upgrade (Above 400 AMP) per Meter (includes clearance)	BOSV*
: Electrical Sub Panel	206
: Panel De-rate, Residential	260
: Power Pedestal, Per Meter	260
Electrical	
: Commercial, Misc.	BOSV*
: Residential, Misc.	153
: Temporary	153

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
: Temporary Electrical Service	188
: Temporary, Overhead Service	260
Plumbing	
: Commercial, Misc.	BOSV*
: Residential, Misc.	BOSV*
Gas Line	
: Commercial, Misc.	BOSV*
: Commercial, Meter Clearance (only)	126
: Residential, Misc.	153
: Residential, Meter Clearance (only)	170
Generators	
: Permanent, Per Generator	BOSV*
: Temporary (10,000 Watts and Above), Per Generator	153
Photovoltaic System, Residential	250
Panel De-Rate, Residential	276
Residential Battery Storage	250
Non-Residential Battery Storage	BOSV*
Water Heater	
: Gas to Electric or Electric to Gas	223
OCCUPANCY PERMIT FEES	
Certificate of Completion	87
Certificate of Occupancy	140
Change of Occupancy Permit, Each	228
Change of Occupant Permit, Each	166
Stock and Train	163

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Temporary Certificate of Occupancy (expires in 60 days)	140
First Extension of TCO (61 to 120 days) 10% of Original Building Permit Fee	BOSV*
Second Extension of TCO (121 to 180 Days) 20% of Original Building Permit Fee	BOSV*
Third Extension of TCO (181 to 240 Days) 30% of Original Building Permit Fee	BOSV*
NOTE: *BOSV: Based on Standard Valuation (See Table 1-A)	
MISCELLANEOUS PERMIT FEES - BASED ON VALUATION (SEE TABLE 1-A)	
Patios, Decks, Ramadas, etc.	BOSV*
Remodel Fee	BOSV*
Sign Permit	BOSV*
Commercial Walls- Themed, Retaining, and Perimeter	BOSV*
Water Damage	BOSV*
Product/Manufacturing Equipment Hookups (MP&E, etc.)	BOSV*
Product/Material Handling	BOSV*
Temporary Batch Plant	BOSV*
Tanks/Silos/Process Piping	BOSV*
Solar Farm/COMM PV	BOSV*
MISCELLANEOUS PERMIT FEES – FEE BASED	
Building Demolitions	
: Residential Accessory, Per Structure	179
: Structures Other than Single Family Residence	260
: Single Family Residence, Per Structure	232
Building Moving, Per Structure	3,000
Fences	
: Pool Barrier	223
Fire Repair / Restoration, Per Inspection Trip	106

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Manufactured Home Set	350
Flagpole (30 ft and over)	162
Model Home Complex, Per Application (Fee Combined with Planning Fee)	263
Model Home Sales Trailer/Other Sales Trailers, Per Trailer	153
: Garage Conversion	209
: Garage Conversion Restoration	288
Spas/Hot Tubs/Pools (Single Family Residence) All other: BOV*	
Existing Roof Covering Replacement	BOSV*
: Above-Ground (Pool or Spa)	223
: In-Ground Spa	
: Prefabricated	276
: Site Built	452
: In-Ground Pool (With Approved Standard Plan)	329
: In-Ground Spa / Pool Combination (With Approved Standard Plan)	329
Trailers, Temporary (example, Construction Trailers)	276
Window Replacement (when larger than existing is being replaced)	BOSV*
Miscellaneous Inspections or Service for which no fee is specifically indicated (hourly rate)	116
Annual Facilities Permit	820

TABLE 1-A

Total Valuation	Fee
Total Valuation $1.00 to $500.00	$72
Total Valuation $500.01 to $2,000.00	$270 for the first $500 plus $15 for each additional $100 or fraction thereof, to and including $2,000
Total Valuation $2,000.01 to $25,000.00	$490 for the first $2,000 plus $9 for each additional $1,000 or fraction thereof, to and including $25,000
Total Valuation $25,000.01 to $50,000.00	$690 for the first $25,000 plus $35 for each additional $1,000 or fraction thereof, to and including $50,000

Total Valuation $50,000.01 to $100,000.00	$1,570 for the first $50,000 plus $16.50 for each additional $1,000 or fraction thereof, to and including $100,000
Total Valuation $100,000.01 to $500,000.00	$2,405 for the first $100,000 plus $13.00 for each additional $1,000 or fraction thereof, to and including $500,000
Total Valuation $500,000.01 to $1,000,000.00	$7,630 for the first $500,000 plus $18.50 for each additional $1,000 or fraction thereof, to and including $1,000,000
Total Valuation $1,000,000.01 and up	$16,864 for the first $1,000,000 plus $5 for each additional $1,000 or fraction thereof

** The Building Valuation Data chart shall be updated annually using the most current ICC-published figures, in compliance with applicable Building Standards**

SECTION 5: FIRE SAFETY

Fee Structure: All fire fees listed are flat fees unless otherwise indicated.

Services Included under User Fee Schedule

1. Associated clerical costs for processing and maintaining City records and archiving, preparation of various correspondences, scheduling meetings, etc.
2. Expired permit fees are calculated as new permit fees.

User Fee Description	User Fee ($)
FEE TYPE	
Alarms, Per Facility	590
Alarms, Tenant Improvements	305
Alarm Modification	305
Sprinklers, Per Facility	
: Tenant Improvements	330
: Residential	315
Sprinkler Standard Plan Review	160
Sprinklers, Per Facility	
: Commercial – Less than 30,000 sq. ft.	590
: Commercial - 30,000 sq. ft. or greater and up to 90,000 sq. ft.	775
: Commercial - 90,000 sq. ft. or greater and up to 120,000 sq. ft.	945
: Commercial - 120,000 sq. ft. or greater	1,460
Sprinklers Modification	350
Flow Test	100
Automatic Kitchen Hood System	340
Propane Tank	
: Tank Cage (Each)	260
: Commercial and Residential LPG (Propane) Above Ground (Per Tank)	305
: Commercial and Residential LPG (Propane) Underground (Per Tank)	420
Tent / Canopy, Temporary, Per Tent greater than 200 sq. ft.	275

SECTION 5: FIRE SAFETY

User Fee Description	User Fee ($)
Fire Access Gates, Knox Box, Knox Locks, Knox Key Switch or Opticom	100
Alternative Fire Extinguishing System	510
Fire Pump Inspection (Each)	680
Fire Pump Modification	500
Annual Hazardous Materials Operational Permit	410
License Inspections	
: Educational Facilities	340
: Daycare - Residential	270
: Daycare - Commercial	340
: Licensed Adult Care Facilities - Commercial	340
: Licensed Adult Care Facilities - Residential	270
: Outpatient Services	305
Blasting Operations (Per Blasting - 30 Day Permit Expiration)	560
Fireworks	
: Fireworks (0 to 30 Shells, per show - shell diameter less than 3 inches)	100
: Fireworks (31 Shells and up, per show)	250
Consumer Fireworks Retail Sales – 30 Day	410
Residential Compressed Gas	340
Temporary Fuel Tank, (permit issued for 180 days)	330

SECTION 6: BUSINESS LICENSES

SUMMARY

1. Business licenses are issued for a period of one year. Notices are emailed the month prior, providing 30-45 days' notice to renew the license.
2. The application fee for a General Fee Category is $25.00, and the annual fee for a new business registration or renewal is $50.00.
3. Other Categories Fees are identified below.
4. Late fees will be assessed if payment is not received by the due date.

User Fee Description	User Fee ($)
FEE TYPE	
GENERAL CATEGORY: $25 APPLICATION FEE/$50 ANNUAL FEE	
Care Facilities	25 Application Fee, 50 Annual Fee
Contractors and Builders	25 Application Fee, 50 Annual Fee
Exempt (Non-Profit)	25 Application Fee, 50 Annual Fee
Massage Establishment	25 Application Fee, 50 Annual Fee
Mercantile Business – Wholesale and Retail	25 Application Fee, 50 Annual Fee
Mobile Food Vendors	25 Application Fee, 50 Annual Fee
Professional and Personal Services	25 Application Fee, 50 Annual Fee
Restaurant and Bars	25 Application Fee, 50 Annual Fee
Solicitors and Peddlers	25 Application Fee, 50 Annual Fee
Tattoo and/or Body Piercing Establishment	25 Application Fee, 50 Annual Fee
Waste Hauler	25 Application Fee, 50 Annual Fee
Late Fee	25
Reinstatement or Replacement Fee	25
OTHER CATEGORIES	
Marijuana Dispensaries	1,000 Application Fee, 100 Annual Fee
Sexually Oriented Business	1,000 Application Fee, 100 Annual Fee

SECTION 6: BUSINESS LICENSE

User Fee Description	User Fee ($)
FEE TYPE	
LIQUOR LICENSES	
In-State Producer – Series 1	500 Application Fee, 1,000/Year
Out-of-State Producer – Series 2	500 Application Fee, 1,000/Year
Domestic Brewery – Series 3	500 Application Fee, 1,000/Year
Wholesaler – Series 4	500 Application Fee
Government – Series 5	500 Application Fee
Bar (All Spiritous Liquor) – Series 6	500 Application Fee, 500/Year
Beer and Wine Bar Only – Series 7	500 Application Fee, 400/Year
Conveyance – Series 8	500 Application Fee, 100/Year
Liquor Store (All Spiritous Liquor) - Series 9	500 Application Fee, 400/Year
Beer & Wine Store Only - Series 10	500 Application Fee, 400/Year
Hotel/Motel (With Restaurant) – Series 11	500 Application Fee, 400/Year
Restaurant – Series 12	500 Application Fee, 400/Year
Domestic Farm Winery – Series 13	500 Application Fee, 1000/Year
Private Club – Series 14	500 Application Fee, 200/Year
Special Event (Temporary License) – Series 15	0
Wine Festival/Wine Fair – Series 16	100 Annual Fee
Direct Shipment Lease – Series 17	100 Annual Fee

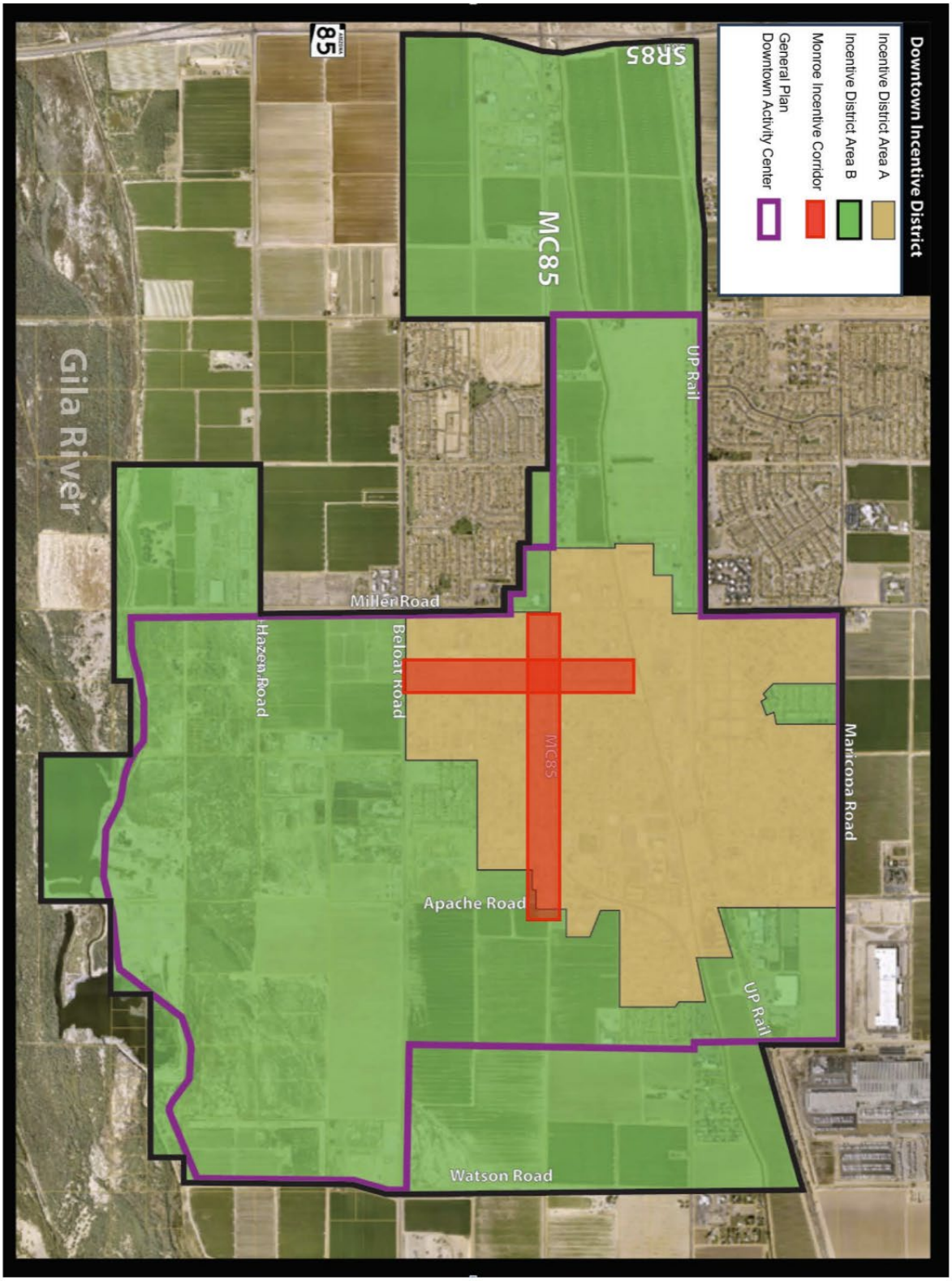
SECTION 7: INCENTIVE DISTRICT

Fee Structure: All fees charged as detailed below.

1. Downtown Incentive District
    A. This district is to incentivize the downtown Buckeye area for redevelopment and growth.
    B. The incentive for this area is a 75% reduction on all User Fees as identified in this document with the exception of items (c) and (d) below.
    C. The incentive does not apply to the following;
        i. The Office of Manufactured Housing Set Fee
        ii. Business License Fees
        iii. All Class Permits, (Section 3)
        iv. MIDS and SLIDS, (Section 3)
        v. Annual Fees as listed under the Class Permits, (Section 3)
        vi. All fees adopted under other council action or other fees schedules such as;
            1. Development Impact Fees
            2. Water Fees
        vii. Unincorporated land developed through Maricopa County
    D. Within Incentive Area B (as shown on the following map) the incentive does not apply to the following land uses. Note, there are no restricted land uses for Incentive Area A;
        i. Single-Family Residential
        ii. Multi-Family Residential with less than fifteen (15) dwelling units per acre net density
        iii. Mobile Home Park
        iv. Manufactured Home Subdivision
        v. Group Living Use Category uses
        vi. Marijuana related uses
        vii. Telecommunication Facility Use Category uses
        viii. Vehicle Storage
        ix. Resource Extraction
        x. Storage Yard
        xi. Waste and Salvage Use Category uses
        xii. Temporary Uses.
    E. Incentive Area B will be offered until December 31, 2035, unless modified by the City Council.
    F. Monroe Incentive Corridor (MIC). A 100% full reduction of fees, as excepted in this Section, will apply to properties with direct frontage on either Monroe Avenue between Miller Road (1st Street) and Baseline Road and/or 4th Street between Narramore Avenue and Irwin Avenue. The Monroe Incentive Corridor does not apply to properties with obsolete zoning and only applies to land uses allowed within the Downtown Commercial (DC) zoning district.
    G. The pictorial area for the Downtown Incentive Districts A and B, and the Monroe Incentive Corridor are identified on the following map. Incentive Districts A and B are not inclusive of each other – the boundaries are unique and distinct without overlapping. The MIC, however,

intersects Incentive District A in such a way that project failing to meet the MIC requirements may still qualify for the Incentive District A benefits.

H. The Legal Description for the Downtown Incentive Districts are on the following pages. The MIC is defined in subsection f. above.


Downtown Incentive District
Incentive District Area A
Incentive District Area B
Monroe Incentive Corridor
General Plan
Downtown Activity Center
SR85
MC85
UP Rail
Gila River
Miller Road
Hazen Road
Belloat Road
MC85
Maricopa Road
Apache Road
UP Rail
Watson Road
85

LEGAL DESCRIPTION
FOR
CITY OF BUCKEYE
DOWNTOWN INCENTIVE DISTRICT A

A PARCEL OF LAND SITUATED IN A PORTION OF SECTIONS 4, 5 AND 6, TOWNSHIP 1 SOUTH, RANGE 3 WEST AND SECTIONS 32 AND 33, TOWNSHIP 1 NORTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 5;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 15, TO THE SOUTH QUARTER CORNER THEREOF;

THENCE DEPARTING SAID SOUTH LINE, NORTH ALONG AND WITH THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 5, SAME BEING THE CENTERLINE OF SOUTH 7TH STREET, TO ITS INTERSECTION WITH THE CENTERLINE OF EAST CENTRE AVENUE;

THENCE EAST, ALONG AND WITH THE CENTERLINE OF EAST CENTRE AVENUE, TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH 9TH STREET;

THENCE CONTINUING EAST, ALONG AND WITH THE NORTH LINE OF MOUNTAIN VIEW ESTATES, A SUBDIVISION RECORDED IN BOOK 828 OF MAPS ON PAGE 34, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 1997-0311804, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID PARCEL, 1010 FEET, MORE OR LESS, TO THE CENTERLINE OF AN IRRIGATION DITCH;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 361 FEET, MORE OR LESS;

THENCE NORTHERLY, ALONG AND WITH SAID IRRIGATION DITCH, 64 FEET, MORE OR LESS;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 305 FEET, MORE OR LESS, TO THE EAST LINE OF THE AFORSAID SECTION 5;

THENCE NORTH, ALONG AND WITH SAID EAST LINE, TO THE EAST QUARTER CORNER OF SAID SECTION 5;

THENCE CONTINUING NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCKET 5040 ON PAGE 179, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, 250 FEET TO ITS SOUTHEAST CORNER;

THENCE SOUTH, WESTERLY AND NORTH, ALONG AND WITH AND CIRCUMVENTING THE PERIMETER OF SAID BUCKEYE PARK, WITH THE FINAL BEARING OF NORTH 00 DEGREES 08 MINUTES 11 SECONDS WEST, 1187.28 FEET TO THE SAID EAST-WEST MID-SECTION LINE;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 32;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 32, TO THE SOUTHWEST CORNER THEREOF;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 5, TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 10 OF VALENCIA, A SUBDIVISION RECORDED IN BOOK 21 OF MAPS ON PAGE 44, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINES OF LOTS 10, 9 AND 8, TO THE NORTHWEST CORNER OF LOT 8 OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 8, TO THE SOUTH RIGHT OF WAY LINE OF INDUSTRIAL STREET PER SAID MAP OF VALENCIA;

THENCE WEST, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH SAID WEST LINE, TO THE NORTH RIGHT OF WAY LINE OF BUCKEYE CANAL;

THENCE NORTHEASTERLY, ALONG AND WITH SAID NORTH RIGHT OF WAY LINE, TO ITS INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE EAST RIGHT OF WAY LINE OF SOUTH 253RD AVENUE;

THENCE SOUTH, ALONG AND WITH SAID EAST RIGHT OF WAY LINE, TO THE EAST-WEST MID-SECTION LINE OF THE AFORESAID SECTION 6, SAME BEING THE CENTERLINE OF EAST MONROE AVENUE;

THENCE EAST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 5;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 5, TO THE POINT OF BEGINNING.

Registered Land Surveyor
CERTIFICATE NO.
31019
C. STEVE
DURYEA, JR.
Date Signed 9/26/17
ARIZONA, U.S.A.
Expires 03/31/18

ARIZONA;

LEGAL DESCRIPTION
FOR
CITY OF BUCKEYE
DOWNTOWN INCENTIVE DISTRICT B

A PARCEL OF LAND SITUATED IN A PORTION OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 4 WEST, SECTION 1, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SECTIONS 31 THROUGH 33, TOWNSHIP 1 NORTH, RANGE 3 WEST AND SECTIONS 4 THROUGH 9 AND 17, TOWNSHIP 1 SOUTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 1;

THENCE NORTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 1 TO THE NORTHWEST CORNER THEREOF;

THENCE NORTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 36 TO THE CENTERLINE OF BASELINE ROAD;

THENCE DEPARTING SAID WEST LINE, EASTERLY ALONG AND WITH THE CENTERLINE OF BASELINE ROAD TO THE INTERSECTION WITH MILLER ROAD, SAID POINT ALSO BEING ON THE WEST LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SECTION 32;

THENCE NORTH, ALONG AND WITH SAID WEST LINE TO THE WEST QUARTER CORNER OF SAID SECTION 32, ALSO BEING THE INTERSECTION OF MILLER ROAD AND MARICOPA ROAD;

THENCE EAST, ALONG THE EAST-WEST MID-SECTION LINE OF SECTIONS 32 AND 33 TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 33;

THENCE SOUTH, ALONG THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 33 TO THE SOUTH RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD;

THENCE NORTHEASTERLY ALONG AND WITH SAID RIGHT OF WAY LINE, TO THE POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF THE AFORESAID SECTION 33, ALSO BEING MILLER ROAD;

THENCE SOUTH, ALONG AND WITH SAID EAST LINE TO THE SOUTHEAST CORNER OF SAID SECTION 33, ALSO BEING A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF THE AFORESAID SECTION 4 AND BEING A POINT ON BASELINE ROAD;

THENCE EAST, ALONG AND WITH SAID NORTH LINE TO THE NORTHEAST CORNER OF SAID SECTION 4;

THENCE SOUTH, ALONG AND WITH THE EAST LINE OF SAID SECTION 4 TO THE SOUTHEAST CORNER OF SAID SECTION 4, ALSO BEING A POINT ON BELOAT ROAD AND BEING THE *NORTHEAST CORNER OF THE AFORESAID SECTION 9;

*THENCE ALONG AND WITH THE EAST OF LINE OF SAID SECTION 9 TO POINT AT THE CENTERLINE OF THE DRAINAGE DITCH;

THENCE CONTINUING ALONG AND WITH SAID DRAINAGE DITCH IN A SOUTHWESTLRY DIRECTION TO A POINT THAT IS 150 FEET EAST LINE OF SAID SECTION 9 TO A POINT ON THE NORTH LINE OF THE FINAL PLAT OF EAST ALLENVILLE, RECORDED IN BOOK 31, PAGE 41, RECORDS OF MARIPOA COUNTY, ARIONA;

THENCE DEPARTING SAID DRAINAGE DITCH, WESTERLY, ALONG AND WITH SAID NORTH LINE TO THE NORTHWEST CORNER OF LOT 15 OF SAID PLAT;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 15 TO THE SOUTHWEST CORNER OF SAID LOT 15, ALSO BEING A POINT ON THE NORTH LINE OF NUTTALL AVENUE;

THENCE WEST, ALONG AND WITH THE NORTH LINE OF SAID NUTTAL AVENUE, TO THE SOUTHEAST CORNER OF LOT ;

THENCE DEPARTING SAID NORTH LINE, SOUTH, TO THE SOUTHEAST CORNER OF LOT 28, SAID POINT ALSO BEING ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SESTION 9, SAID POINT ALSO BEING ON HAZEN ROAD;

THENCE WEST, ALONG AND WITH SAID SOUTH LINE TO THE NORTHEAST CORNER OF THE AFORESAID SECTION 17, ALSO BEING THE INTERSECTION OF APACHE ROAD AND HAZEN ROAD ;

THENCE SOUTH, ALONG AND WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17 TO THE 16TH CORNER OF SAID EAST LINE;

THENCE DEPARTING SAID EAST LINE, WEST, ALONG AND WITH SAID 16TH LINE, TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 17;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE SOUTH QUARTER CORNER OF THE AFORESAID SECTION 8;

THENCE NORTH, ALONG AND WITH THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 8, A DISTANCE OF 330 FEET TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOTS 1 AND 8, BLOCK 6 OF THE AMENDED PLAT OF ALLENVILLE, RECORDED IN BOOK 35, PAGE 37, RECORDS OF MARIPOA COUNTY, ARIZONA;

THENCE WEST, ALONG AND WITH SAID NORTH LINE TO CENTERLINE OF FOURTH STREET;

THENCE SOUTH, ALONG AND WITH SAID CENTERLINE TO THE 16TH CORNER OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SECTION 8, ALSO BEING A POINT ON HAZEN ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF SECTION 8 TO THE SOUTHEAST CORNER OF THE AFOREAID SECTION 7, ALSO BEING THE INTERSECTION OF MILLER ROAD AND HAZEN ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 7 TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 7;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 7;

THENCE EAST, ALONG AND WITH THE EAST-WEST MID-SECTION LINE OF SAID SECTION 7 TO THE EAST QUARTER CORNER OF SAID SECTION 7;

THENCE NORTH ALONG AND WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7 TO THE SOUTHEAST CORNER OF THE AFORESAID SECTION 6;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6 TO THE SOUTHEAST CORNER OF INSTRUMENT 2019-0870901, RECORDS OF MARIPOA COUNTY, ARIZONA;

THENCE ALONG AND WITH THE SOUTHERLY AND WESTERLY LINES OF SAID INSTRUMENT TO THE NORTH-SOUTH MID-SECTION LINE OF THE AFOFESAID SECTION 6;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 6;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE EAST QUARTER CORNER OF THE AFORESAID SECTION 1;

THENCE SOUTH, ALONG AND WITH SAID EAST LINE OF THE SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF SAID SECTION 1, ALSO BEING A POINT ON BELOAT ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 1 TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM

A PARCEL OF LAND SITUATED IN A PORTION OF SECTIONS 4, 5 AND 6, TOWNSHIP 1 SOUTH, RANGE 3 WEST AND SECTIONS 32 AND 33, TOWNSHIP 1 NORTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 5;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 5, TO THE SOUTH QUARTER CORNER THEREOF;

THENCE DEPARTING SAID SOUTH LINE, NORTH ALONG AND WITH THE NORTH-SOUTH MIDSECTION LINE OF SAID SECTION 5, SAME BEING THE CENTERLINE OF SOUTH 7TH STREET, TO ITS INTERSECTION WITH THE CENTERLINE OF EAST CENTRE AVENUE;

THENCE EAST, ALONG AND WITH THE CENTERLINE OF EAST CENTRE AVENUE, TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH 9TH STREET;

THENCE CONTINUING EAST, ALONG AND WITH THE NORTH LINE OF MOUNTAIN VIEW ESTATES, A SUBDIVISION RECORDED IN BOOK 828 OF MAPS ON PAGE 34, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 1997-0311804, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID PARCEL, 1010 FEET, MORE OR LESS, TO THE CENTERLINE OF AN IRRIGATION DITCH;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 361 FEET, MORE OR LESS;

THENCE NORTHERLY, ALONG AND WITH SAID IRRIGATION DITCH, 64 FEET, MORE OR LESS;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 305 FEET, MORE OR LESS, TO THE EAST LINE OF THE AFORSAID SECTION 5;

THENCE NORTH, ALONG AND WITH SAID EAST LINE, TO THE EAST QUARTER CORNER OF SAID SECTION 5;

THENCE CONTINUING NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCKET 5040 ON PAGE 179, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, 250 FEET TO ITS SOUTHEAST CORNER;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID PARCEL, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 2007-1118860, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, TO ITS SOUTHEAST CORNER;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID PARCEL, TO THE NORTHEAST

CORNER THEREOF;

THENCE NORTHWESTERLY, ALONG AND WITH THE NORTH LINE OF SAID PARCEL, TO ITS INTRESECTION WITH THE EAST LINE OF THE AFORESAID SECTION 4;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID SECTION 4, TO THE SOUTHWEST CORNER OF LOT 4 OF SAID SECTION 4;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID LOT 4, TO THE SOUTHEAST CORNER OF SHEPARD ESTATES UNIT ONE, A SUBDIVISION RECORDED IN BOOK 81 OF MAPS ON PAGE 13, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID SUBDIVISION, TO THE NORTHEAST CORNER THEREOF IN THE NORTH LINE OF SAID SECTION 4;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINE OF SAID SECTION 4, TO THE SOUTHERLY PROLONGATION OF THE EAST LINE OF LOT 4 OF EAST SUNLAND, A SUBDIVISION RECORDED IN BOOK 42 OF MAPS ON PAGE 24, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID LOT 4, TO THE NORTHEAST CORNER THEREOF IN THE NORTH LINE OF SAID SUBDIVISION;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINE OF SAID SUBDIVISION, TO THE SOUTHERLY PROLONGATION OF THE EAST LINE OF THE WEST 896 FEET OF THE AFORESAID SECTION 33;

THENCE NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTH LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE SOUTHWESTERLY, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF THE AFORESAID SECTION 33;

THENCE NORTH, ALONG AND WITH SAID WEST LINE, TO THE WEST QUARTER CORNER OF SAID SECTION 33;

THENCE DEPARTING SAID WEST LINE, ALONG AND WITH THE EAST-WEST MID-SECTION LINE OF THE AFORESAID SECTION 32, TO THE NORTHEAST CORNER OF BUCKEYE PARK, A SUBDIVISION RECORDED IN BOOK 565 OF MAPS ON PAGE 15, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE SOUTH, WESTERLY AND NORTH, ALONG AND WITH AND CIRCUMVENTING THE PERIMETER OF SAID BUCKEYE PARK, WITH THE FINAL BEARING OF NORTH 00 DEGREES 08 MINUTES 11 SECONDS WEST, 1187.28 FEET TO THE SAID EAST-WEST MID-SECTION LINE;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 32;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 32, TO THE SOUTHWEST CORNER THEREOF;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 5, TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 10 OF VALENCIA, A SUBDIVISION RECORDED IN BOOK 21 OF MAPS ON PAGE 44, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINES OF LOTS 10, 9 AND 8, TO THE NORTHWEST CORNER OF LOT 8 OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 8, TO THE SOUTH RIGHT OF WAY LINE OF INDUSTRIAL STREET PER SAID MAP OF VALENCIA;

THENCE WEST, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH SAID WEST LINE, TO THE NORTH RIGHT OF WAY LINE OF BUCKEYE CANAL;

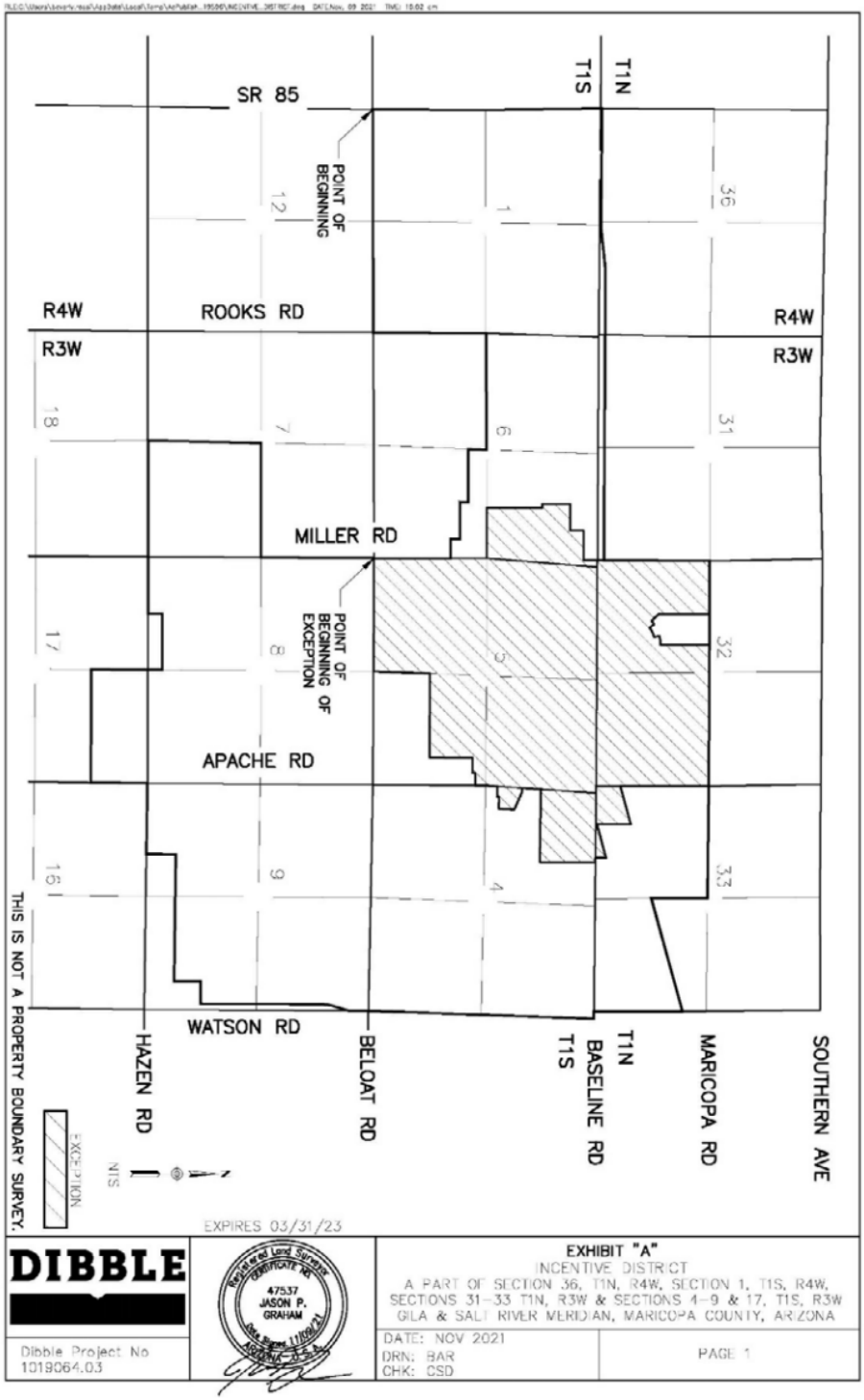
THENCE NORTHEASTERLY, ALONG AND WITH SAID NORTH RIGHT OF WAY LINE, TO ITS INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE EAST RIGHT OF WAY LINE OF SOUTH 253RD AVENUE;

THENCE SOUTH, ALONG AND WITH SAID EAST RIGHT OF WAY LINE, TO THE EAST-WEST MIDSECTION LINE OF THE AFORESAID SECTION 6, SAME BEING THE CENTERLINE OF EAST MONROE AVENUE;

THENCE EAST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 5;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 5, TO THE POINT OF BEGINNING.

EXPPIRES 03/31/23


SOUTHERN AVE
MARICOPA RD
T1N
BASELINE RD
T1S
BELOAT RD
HAZEN RD
WATSON RD
APACHE RD
MILLER RD
ROOKS RD
SR 85
POINT OF BEGINNING
POINT OF BEGINNING OF EXCEPTION
R4W
R3W
T1N
T1S
36
31
32
33
1
6
4
9
8
7
12
18
17
16
EXCEPTION
N.T.S.
THIS IS NOT A PROPERTY BOUNDARY SURVEY.
EXPIRES 03/31/23
DIBBLE
Dibble Project No
1019064.03
Registered Land Surveyor
CERTIFICATE NO.
47537
JASON P.
GRAHAM
Date Signed 11/09/21
ARIZONA U.S.A.
EXHIBIT "A"
INCENTIVE DISTRICT
A PART OF SECTION 36, T1N, R4W, SECTION 1, T1S, R4W,
SECTIONS 31-33 T1N, R3W & SECTIONS 4-9 & 17, T1S, R3W
GILA & SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA
DATE: NOV 2021
DRN: BAR
CHK: CSD
PAGE 1

User Fees: Community Services Department

User Fee Description	User Fee ($)	Cost Recovery
Business Services Fee (Print, fax, copy, refund, etc.)	$1-25	Direct Cost (100%)
Materials Replacement Fee (Library cards, books, etc.)	$1-500	Direct Cost (100%)
Beer Permit	$25-45	Direct Cost (100%)
Inflatable Permit	$25-45	Direct Cost (100%)
Facility Rental Fees (Small, Medium, Large Room, Ramadas, Fields, Camping Spaces, Pool, etc.)	$10-$400/hr.	Direct Cost (100%)
Facility Entry Fees and Parking (Joe Foss, Aquatic Center, Air Fair)	$2-40	Direct Cost (100%)
Private Lessons	$20-50 per class	70-100% of Direct Cost
Certification Courses (Lifeguard, CPR, etc.)	$40-300	70-100% of Direct Cost
Youth Sports Leagues	$70-200	30-70% of Direct Cost
Adult Sports Leagues	$50-$700/team	70-100% of Direct Cost
Tournaments, Camps, Clinics & Advanced Skill Programs	$50-300	70-100% of Direct Cost
Summer Recreation Program	$90-250	30-70% of Direct Cost
Licensed Youth Care Programs	$25-$60/day	70-100% Direct Cost
Field Trips	$1-250	Direct Cost (100%)
Teen Activities, Dances and Programs	$5-50	Direct Cost (100%)
Special Interest Classes	$10-250	30-70% of Direct Cost

User Fees: Community Services Department

User Fee Description	User Fee ($)	Cost Recovery
Concessionaire and Sales	$1-250	Direct Cost (100%)
Transit Fees	$7-20	10-30% of Direct Cost
Event Booth Space Fees	$25-$2,000 and/or 10-25% of sales	0-10% of Direct Cost
Louis B. Hazelton Memorial Cemetery Fees		
Full Size Plot	Plot: $840 Opening & Closing: $600 Maintenance Fee: $280 Expansion: $280 TOTAL: $2,000	
Half Plot Infant or Urn	Plot: $420 Opening & Closing: $300 Maintenance Fee: $140 Expansion Fee: $140 TOTAL: $1,000	
Columbarium Niche	Single Niche: $1,000 Companion Niche: $2,000	
Flat Marker Installation	Single Headstone: $350 Double Headstone: $350	
Grave Liner	Standard Dome Vault: $1,000	
Disinterment Fee	$250 - $1,000	
Saturday Service Fee	$200	
Adopt-A-Bench Program	Direct Cost + 10%	
Adopt-A-Tree Program	$250	

RESOLUTION NO. 38-26

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, ESTABLISHING NEW OR INCREASED MUNICIPAL FEES; ESTABLISHING AN EFFECTIVE DATE; REPEALING CONFLICTING RESOLUTIONS; AND PROVIDING FOR SEVERABILITY.

WHEREAS, there is a desire to establish and/or modify municipal fees to further a cost recovery philosophy; and

WHEREAS, a comprehensive fee study and report of findings was prepared to provide the tools necessary to make informed decisions about the proposed fee adjustments; and

WHEREAS, pursuant to A.R.S. § 9-499.15, the public notice requirements have been completed: (i) a schedule of the proposed new or increased fees that includes the amount of the fees and a written report or data that supports the new or increased fees was prepared and filed in the office of the City Clerk; (ii) written notice of the proposed charges, the schedule of the proposed charges and the written report or data supporting the new charges was posted on the home page of the City's website at least sixty days before the date the proposed new fees are to be approved or rejected by the City Council; and (iii) a notice of intent to establish or increase municipal user fees which includes the date, time and place of the meeting of the City Council in which the proposed new or increased fees will be considered and a statement that a schedule of the proposed new or increased fees that includes the amount of the fees and a written report or data that supports the new or increased fees is available on the City's website was posted on the City's website at least fifteen days before the date the proposed new or increased fees will be approved or rejected by the City Council, as well as distributed via social media and other electronic communication tools; and

WHEREAS, the City Council held a meeting on May 5, 2026 to consider and approve or disapprove the proposed new or increased fees and charges to be implemented by the City and has determined that the fees presented and proposed are reasonable and appropriate.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The recitals above are hereby incorporated as if fully set forth herein.

Section 2. The Mayor and Council hereby approve and adopt the documents titled "Development User Fee Document," "User Fees Municipal Airport," and "User Fees Public Works Department," all dated May 5, 2026, and attached hereto as Exhibit A, incorporated herein by this express reference, and the fees set forth therein to become effective and be implemented May 21, 2026.

Section 3. That all resolutions or parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

Section 4. If any section, subsection, sentence, clause, phrase or portion of this Resolution is for any reason held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

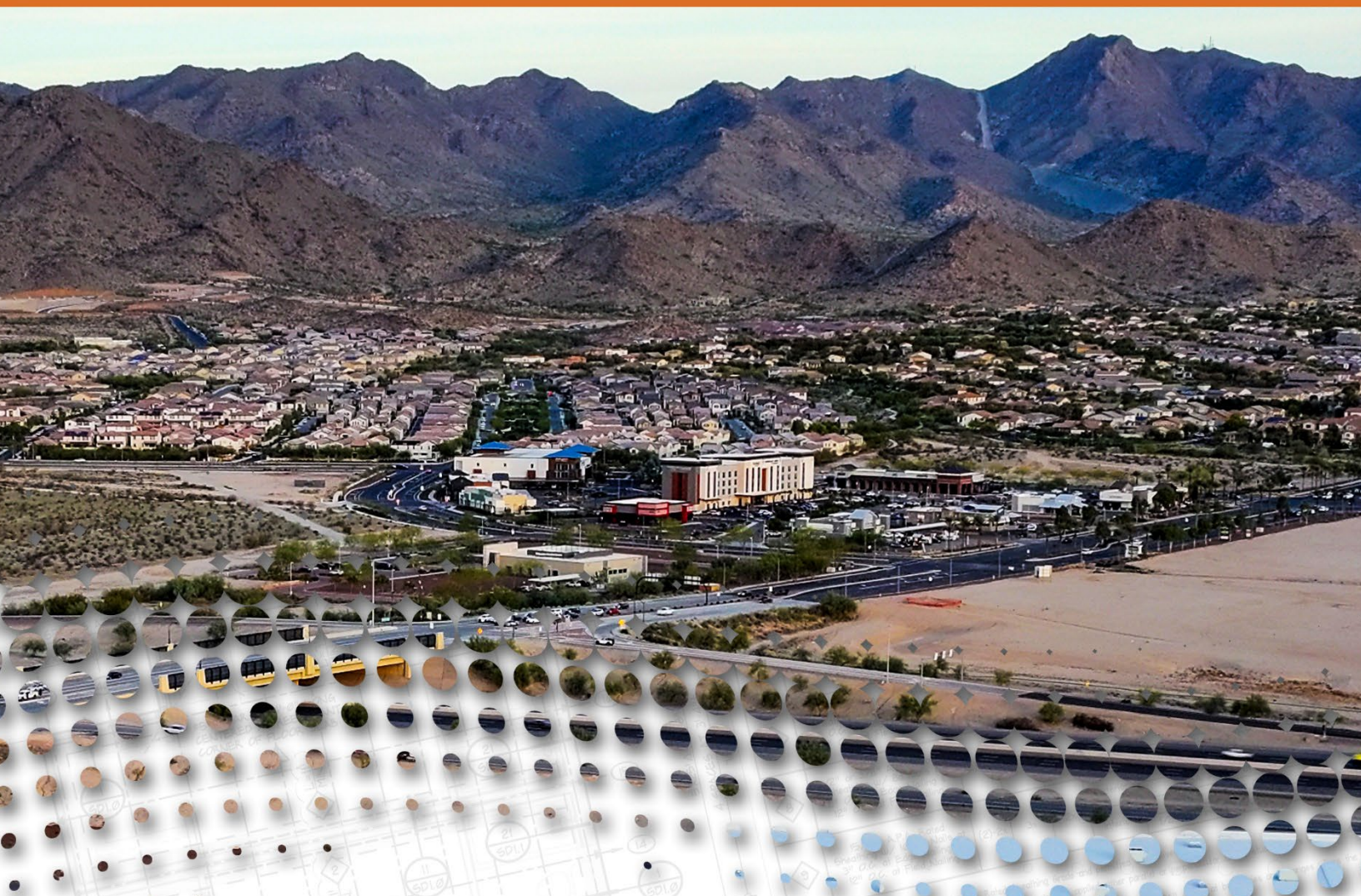
ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 38-26



DEVELOPMENT

USER FEE SCHEDULE

BUCKEYE
ARIZONA

DEVELOPMENT SERVICES

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SUMMARY

The City of Buckeye has adopted the following Development User Fee Schedule to provide clearly described, value-added service to its residents and business partners. This new user fee schedule will assist in streamlining the City's processes and thereby provide a more cost-effective way of meeting the public's needs for services. The Development User Fee Schedule contains in-depth descriptions of what is included with the fees collected and is broken down into seven (7) sections for ease of use. Each section describes the fee structure and services included with those fees.

The City Council will review the User Fee Schedule on an annual basis and reserves the right to adjust fees based on the Consumer Price Index for Urban Communities (CPI-U). Additionally, the Council will undertake a user study every five (5) years to re-evaluate fees based on economic trends and the City's financial status.

Our Mission Statement is to serve as an exceptional city government that prioritizes the needs of its residents, businesses, and visitors. The city aims to provide a safe and sustainable quality of life, foster economic growth and stability, and ensure the maintenance of reliable infrastructure. This mission is supported by a strategic plan that emphasizes teamwork, innovation, and fiscal responsibility.

SECTION 0: GENERAL REQUIREMENTS

All new fees are applicable at the time of permit applications and effective at the date of adoption.

1. Expired Permit
    A. Any permit that has not requested a required inspection within 180 calendar days from the permit issuance date or the most recent inspection is considered expired.
    B. Applicants may be required to resubmit plans for review and re-approval.
    C. All non-legitimate requested inspections are required to pay the re-inspection fee, and the permit expiration date will not be extended.
    D. Pay all applicable fees.
    E. See individual sections for actual fees.
2. Permit Extension
    A. The Applicant can extend the permit expiration date when requested in writing before the permit expires.
    B. Permit Extension Fee is 10% of the original Permit Fee.
    C. Each extension is 180 calendar days from the date of request.
    D. There is a maximum of two (2) permit extensions.
3. Work Commenced Prior to Permit Issuance
    A. The fee is one (1) time the amount of the original calculated permit fee (excludes plan review fees) and shall be in addition to the required permit fees.
    B. Applies to all work or construction that requires a city permit.
4. Expedited Submittal Review – *Expedited plan review services are based on resource availability*
    A. Expedited fees are two (2) times the amount of the original calculated fee.
5. Unclassified or Unspecified Services
    A. The rate for any unclassified or unspecified fees shall be charged at the User Fee hourly rate per fee Section. This includes, but is not limited to inspections, plan review, meetings, records investigation, etc. as determined by the city.
6. Refunds
    A. All refund requests shall be made in writing within 180 calendar days of payment date by the Permit Applicant stating the reason for the requested refund. All fees not refunded within 180 calendar days will revert to the city with no exceptions.
    B. Up to 80% of the original permit fee may be refunded if no work has commenced, and no inspections have been conducted.
    C. No Planning, Building, Fire or Engineering plan review fees will be refunded once City review has commenced.
7. Cancellation Fee
    A. Cancellation Fee will be $55.00
    B. This fee shall apply to all cancellation requests.
8. Inspections
    A. All non-legitimate requested inspections are required to pay the re-inspection fee, and the permit expiration date will not be extended.

SECTION 1: PLANNING

1. Discovery Meetings are requests for the status of development projects. Information requested at these meetings generally includes overall project completion status, utility service availability including water and sewer capacity, request for documents, and other due diligence items related to development.
2. Modification of Condition/s refers to a request for a change to one (1) or more approved Conditions. The process will include decision from the same body.
3. Amendment per acreage fee will be calculated on the impacted area only.
4. Concept Site Plan only applies to the Apache Rainbow Employment Overlay District unless otherwise specified in the Development Code.
5. Please refer to the City Development Code and/or application guidelines and checklists for additional criteria, terms and definitions.

User Fee Description	User Fee ($)
ADMINISTRATIVE FEES	
Annexation	0
Pre-Application Conference (PAC) Meeting – less than 360 acres	500
Pre-Application Conference (PAC) Meeting – with 360 acres or more	1,000
Discovery Meeting	1,980
Zoning Verification Letter, (only zoning), per parcel, per request	300
Planning Consultation Meeting, per hour (one hour minimum)	100
Applicant Initiated Continuance Request	500
Modification of Stipulations (Applicant initiated)	845 PC
Time Extension: Administrative	250
APPEALS	
Appeal of Administrative or Planning Commission Decision	1,240
USE PERMITS AND SIGNS	
Conditional Use Permit without Site Plan	1,600
Conditional Use Permit with Site Plan	4,500
Special Event Temporary Use Permit	100

SECTION 1: PLANNING

User Fee Description	User Fee ($)
Temporary Sign Permit	100
Comprehensive Sign Plan: Administrative	1,112
Comprehensive Sign Plan: Planning Commission	1,650
Comprehensive Sign Plan: Amendment	700
DESIGN REVIEW	
Residential Design Review	780
Commercial Design Review	555
Residential or Commercial Design Review Amendment	555
Planning Unit Plan: base fee plus per acre	5,520
Planning Unit Plan Amendments: base fee plus per acre	4,165
Planning Unit Plan: fee per acre	3
DEVELOPMENT CODE AMENDMENTS	
Development Code Amendment (Applicant initiated)	3,330
GENERAL PLAN AMENDMENTS	
General Plan Amendments: Major	5,900
General Plan Amendments: Minor	3,064
LANDSCAPE	
Native Plant Inventory and Native Plant Salvage Permit: base fee	435
Native Plant Inventory and Native Plant Salvage Plan Review: per sheet	40
REZONE	
Rezone to PAD: base fee (for 40 acres or less)	3,930
Rezone to PAD: base fee (for 40+ acres)	7,860
Rezone to PAD: plus per acre fee (41+ acres)	3
Rezoning (non-PAD)	2,895
Major amendments to PAD/CMP including PAD/CMP with overlays base fee (up to 160 acres)	6,555

SECTION 1: PLANNING

User Fee Description	User Fee ($)
Major amendments to PAD/CMP including PAD/CMPs with overlays base fee plus per acre fee (for 161+ acres)	1
Minor Amendment to PAD/CMP including PAD/CMP with overlays	2,855
Rezone from obsolete zoning district – from Planned Residential (PR) zoning to any new single family zoning district and from General Commerce (GC) to any industrial zoning district from PR zoning to any new single family zoning district and from GC to any zoning district (except for 1-2)	0
SITE PLAN	
Site Plan: base fee	3,517
Site Plan: per acre	50
Concept Site Plan Review (AREOD)	2,943
Amendment to Site Plan	1,870
Amendment to Site Plan: per acre	50
DIVISION OF PROPERTY	
Abandonment of Right-of-Way	1,710
Map of Dedication	2,540
Corrective Plat or Affidavit (Applicant initiated)	1,160
Lot Split/Lot Combination	1,340
Minor Subdivision	1,875
PRELIMINARY PLAT	
Preliminary Plats: base application fee	3,940
Preliminary Plats; per lot Fee	35
FINAL PLAT	
Final Plat: base fee	3,000
Final Plat: plus per lot	35

SECTION 1: PLANNING

User Fee Description	User Fee ($)
RE-PLATS	
Re-plat Administrative* * If the replat creates more than 10 lots, the replat will be assessed the final plat fee.	1,760
VARIANCES	
Variance Fee	2,190

SECTION 2: ENGINEERING REVIEW

Fee Structure: All engineering reviews are fee based as detailed below.

1. All engineering construction plans and reports required for project completion must be submitted initially together as a "Complete Submittal". The following is an example list of engineering plans and reports:
    A. Grading and Drainage Plans including SWPPP
    B. Drainage Report
    C. Sewer Plans
    D. Sewer Report
    E. Water Plans
    F. Water Report
    G. Paving and Storm Drain Plans
    H. Signing and Striping Plans
    I. Street Light Plan
    J. Intelligent Transportation Systems (ITS) Plans
    K. Landscape Plans
    L. Address Map
    M. Final Plat
    N. Phase 1 Environmental Site Assessment (ESA) and any additional assessments as required and determined by the Phase 1 ESA
    O. Geotechnical Report
    P. Other required improvement plans and reports as determined by the development scope (i.e. Traffic Signals, bridges, RID/BWCDD, etc.)
2. All fees per sheet are required to be paid at the time of submission. No plans will be accepted without payment.
3. All hourly fees are required to be paid prior to the return of City reviewed documents. No hourly reviews will be returned prior to payment.
4. Addressing Fees
    A. Addressing fees include addressing associated landscape and/or utility meters.
5. Engineering Plan Review Fees
    A. All plan review fees are paid per plan sheet submitted.
    B. The initial per sheet fee includes the first, second, and third reviews of plans.
    C. Fourth and subsequent review fees are charged per redlined sheet for each review (redlined sheets charged based on per sheet fee).
    D. "Redlined sheet" means a comment has been added to a sheet that requires the Engineer to provide corrections. Redlined sheets must be attached to the subsequent resubmittal.

SECTION 2: ENGINEERING REVIEW

6. Master Reports
    A. Master Reports are reports that cover more than one parcel, plan set or large geographical area, and may include Master Drainage Reports, Master Sewer Reports, Master Water Reports, Independent Design Reports, Independent Design Letters, Traffic Impact Analysis, Regional Reports, etc.
    B. Master reports are charged a base fee that includes up to 12 hours of review time. If needed, the review time after 12 hours will be charged on an hourly basis.
7. CLOMR and/or LOMR
    A. As the Flood Control District of Maricopa County (FCDMC) is currently the Floodplain Administrator for the City, applicants will route all CLOMR and LOMR submittals through FCDMC for review and approval. The City, as the Community Floodplain Administrator, will be provided with a cursory review of the submittal.
    B. CLOMR and LOMR submittals will be charged a base fee that includes up to 2 hours of review time. If needed, the review time after 2 hours will be charged on an hourly basis.
    C. In the event that the City becomes the Floodplain Administrator, all CLOMR, LOMR, Floodplain Use submittals will be completed by the City and/or a consultant. If a consultant is utilized, the Consultant's cost will be charged to the applicant on top of the base fee.
8. Revised Engineering Plans
    A. Revised engineering plans are any engineering plans that require changes after City approval.
    B. Revised engineering plans are charged on a per revised plan sheet submitted.
    C. Chargeable sheets are only those sheets with revisions.
    D. For additional information and requirements regarding plan revisions, reference the Engineering Plan Revision Guide found on the City's website.
9. Revised Engineering Reports
    A. Revised engineering reports are any engineering reports that require changes after City approval.
    B. Revised engineering reports are charged a base fee that includes up to 2 hours of review time. Review time after 2 hours will be charged on an hourly basis.
10. Expired Engineering Plans
    A. Approved engineering plans are considered expired if the plans have not been permitted within 2 years from the City approval date.
    B. Permitted engineering plans are considered expired if the permit has expired and the plans are beyond the 2-year maximum allowance.
    C. For additional information regarding expired engineering plans and reports, refer to the Expired Engineering Plan and Report Guide on the City's website.
11. Included in engineering fees are all associated with clerical costs for processing and maintaining City records, preparation of various correspondence from the City Engineer's office, scheduling meetings regarding review comments, staff time, and all other associated clerical fees associated with engineering reviews.

SECTION 2: ENGINEERING REVIEW

12. Construction permit fee calculations are completed upon approval of plans.
13. For expired permits, the permit fee will be based upon an engineer's certification of remaining quantities to be constructed. For expired grading permits, the permit fee is based upon the original project acreage.

User Fee Description	Unit	User Fee ($)
GENERAL FEES		
Expedited Turnaround Fees (2 Times Review Fees). *Expedited plan review services are based on resource availability*	All Submittals	2X
Cancellation Fee	All Submittals	55
Engineering Design Standards Variance Request: flat fee (if required)	All Submittals	245
ADDRESSING FEES		
Residential Address Map: base fee up to 50 lots	1st, 2nd, and 3rd	1,040
Residential Address Map: plus per lot above 50 lots	All Submittals	11
Street Name Exhibit	1st, 2nd, and 3rd	230
Commercial Site Plan Addressing	1st, 2nd, and 3rd	160
Additional Submittals	4th and beyond	40
Addressing Multi-Family BTR: base fee up to 50 units	Base fee	1,040
Addressing Multi-Family BTR: plus per unit above 50 units	Per unit	11
Addressing Multi-Family: base fee	Base fee	470
Addressing Multi-Family: plus per dwelling unit	Per unit	11
Single Address	EA	80
PLAN REVIEW – ENGINEERING		
Engineering Plans: per sheet	1st, 2nd, and 3rd	345
Additional Submittals, including supporting report review: per sheet	4th and beyond	160
Revised Engineering Plans: per sheet	All Submittals	180

SECTION 2: ENGINEERING REVIEW

User Fee Description	Unit	User Fee ($)
Major Infrastructure Plan Review		
: Water and Sewer: per hour	All Submittals	130
: Bridges, Signals, and all other Major Infrastructure	All Submittals	130
Dry Utility Plan Review: per sheet	All Submittals	180
REPORT REVIEW – ENGINEERING		
Master Reports (Master Water, Master Sewer, Regional Report, etc.: base fee up to 12 hours	All Submittals	1,600
Master Reports: hourly after 12 hours	All Submittals	130
Revised Master Reports: base fee up to 2 hours	All Submittals	300
Revised Master Reports: hourly after 2 hours	All Submittals	130
Engineering Reports: base fee for up to 7 hours	1st, 2nd, and 3rd	940
Engineering Reports: hourly after 7 hours or 3 reviews	4th and beyond	130
Engineering Letters/Memos: base fee up to 2 hours	All Submittals	260
Engineering Letters/Memos: hourly after 2 hours	All Submittals	130
Phase 1 Environmental Studies / Geotechnical Studies	All Submittals	No Fee
Conditional Letter of Map Review (CLOMR): base fee up to 2 hours	All Submittals	270
Letter of Map Review (LOMR): base fee up to 2 hours	All Submittals	270
CLOMR/LOMR: hourly after 2 hours	All Submittals	130
CLOMR/LOMR (Outside Consultant on top of base fee)	All Submittals	Actual Cost
Other Report Review - Not Listed Above, per hour	All Submittals	130
TRAFFIC REVIEW FEES		
Traffic Impact Analysis	EA	1,600
Traffic Impact Statement	EA	530

SECTION 2: ENGINEERING REVIEW

User Fee Description	Unit	User Fee ($)
SLIDs AND MIDs		
Street Light Improvement District (SLID) - Per Ordinance 43-05, Chapter 20 of Buckeye City Code	EA	1,425
Street Light Improvement District (SLID) Modification	EA	1,425
Maintenance Improvement District (MID) - Per Ordinance 42-06, Chapter 20 of Buckeye City Code	EA	1,425
Advertising Fee for MIDs and SLIDs that have more than one property owner and are required to be posted	EA	1,500
Posting Fee for those MIDs and SLIDs that have more than one property owner and are required to be posted, per each 300 LF of ROW	EA	100
Legal fees outside of the MID and/or SLID application fee for those MIDs and SLIDs that have more than one property owner and are required to be posted	EA	As Billed by City Attorney
SPECIALIZED REVIEW		
Outsourced Specialized Engineering Review	All Submittals	Actual Cost + 10%
Reviews by discipline (i.e., Structural)		Actual Cost + 10%

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

Fee Structure: All fees charged as detailed below.

1. Fees are based on Construction Permit Type (i.e., grading, drainage, sewer, water, street lighting, concrete, paving landscaping, dry utility, etc.).
2. Fees are paid at the time of permit issuance.
3. Item/Quantity fee-based calculation. All plans shall show a quantity breakdown in accordance with this fee schedule and the sections shown below.
4. Class Permit Descriptions are listed in the City Code.
5. Services described in this section are for customary and usual inspection services and inspection periods of time, additional fees may be required for services beyond what is considered customary and usual.

Services Included with Construction Permit Fee Payment:

1. Pre-Construction Meeting, project coordination, and project closeout.
2. Construction coordination / project management.
3. Approval of Maintenance and Performance Bonds and follow-up.
4. Inspections, Field Directives, and Utility Testing.
5. Material Submittal reviews.
6. As-Built Plan Reviews:
    A. Three (3) reviews included in base permit fee.
    B. 4th and subsequent reviews charged on a per sheet basis for redlined sheets only (see Section 2: Engineering Review fees).
7. Project Close-out Process:
    A. Meetings and communications regarding Close-out of Project, Final Walk, Punch List Inspection, Punch List Follow-up, Bond Reductions or Bond Exonerations, Distribution, and archiving Project Record Documents.
    B. Warranty Walk
    C. Conveyance
8. Clerical Services:
    A. Scheduling meetings, preparing/processing correspondence, and e-mail communications.
9. Public Infrastructure Assurance Agreements:
    A. Meetings with Developer, production, and processing.
10. Certificates of Insurance compliance review.
11. Project Stipulations tracking review and verification.
12. Private improvement reductions shown apply to private utilities (water, sewer, and storm water) and all onsite improvements.

Pavement Cuts

1. All pavement cuts in taxation district streets or other financed streets require a mill and overlay as required by the City Engineer.

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

2. Per City Code, pavement cuts in streets that have been overlaid or paved within the last four (4) years require a mill and overlay as required by the City Engineer.
3. All other pavement cuts are to pay the pavement restoration fees.

Haul Permits

1. Offsite hauling permits are required for hauling fill or excavation exceeding 10,000 cubic yards.
2. All offsite hauling permits may be required to include the following documents as requested by the City: PM10, SWPPP, sweeping schedule and routing, traffic control, uniformed officers, haul quantities, and/or truck types showing the number of loads as well as gross truck weights.
3. Oversized haul permits are required for routes that include city streets. Permits may include time restrictions depending upon the route.

User Fee Description	Unit	User Fee ($)
GRADING CONSTRUCTION PERMITS		
Base Fee, plus (Includes Clear and Grub)	EA	165
: Less than 5 Acres	AC	285
: 5 Acres or Greater, less than 20 Acres		
Fee for the first 5 acres	EA	1,600
Fee for each additional acre over 5 acres	AC	265
: 20 Acres or Greater, less than 50 Acres		
Fee for the first 20 acres	EA	5,740
Fee for each additional acre over 20 acres	AC	235
: 50 Acres or Greater, less than 200 Acres		
Fee for the first 50 acres	EA	13,250
Fee for each additional acre over 50 acres	AC	150
: 200 Acres or Greater, less than 500 Acres		
Fee for the first 200 acres	EA	42,100
Fee for each additional acre over 200 acres	AC	140
: 500 Acres or Greater		
Fee for the first 500 acres	EA	51,370
Fee for each additional acre is over 500 acres	AC	65

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
Clear and Grub (only without Grading)	EA	50
DRAINAGE CONSTRUCTION PERMITS		
Base Permit Fee, plus	EA	50
: Storm Drain and Irrigation Pipe	LF	1.10
: Storm Drain and Irrigation Manhole	EA	80
: Underground Retention	CF	0.30
: Headwall / Handrail	EA	80
: Catch Basin	EA	120
: Scuppers (Includes Spillway / Handrail)	EA	120
: Spillway	EA	65
: Drywells or Trench Drains with Standard Treatment Chamber	EA	500
: Drywells with Specialized Treatment Chamber	EA	1,000
: Specialized Treatment Chamber (Stand-alone)	EA	500
: Slope Protection (Rip-Rap, Gabions, Gunnite, etc.)	SY	0.65
SEWER CONSTRUCTION PERMITS		
Base Permit Fee, plus	EA	50
: Sewer Line	LF	1.10
: Sewer Service (New Main)	EA	23
: Sewer Tap to Existing Main	EA	80
: Cleanout	EA	50
: Main Tie-in Fee	EA	350
: Manhole	EA	185
: Drop Connection	EA	60
: Air / Vacuum Release Manhole / Value	EA	400
: Force Main	LF	1.50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
: Pipe Encasement	LF	30
: Monitoring Vault and Special Structures	EA	1,500
Private Improvements - 20% Reduction		
WATER CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Waterline	LF	1.10
: Water Service, (New Main)	EA	23
: Water Service Tap to Existing Main, less than 2 inches	EA	80
: Water Service Tap to Existing Main, greater than 2 inch – less than 6 inches	EA	160
: Tapping Sleeve and Valve / Tie-in	EA	300
: Flush / Curb Stop / Blow-off	EA	25
: Mainline / Lateral / Fire Hydrant Valve	EA	30
: Fire Line	LF	1.10
: Fire Hydrant	EA	60
: Backflow Device up to and including 3 inches	EA	80
: Backflow Device greater than 3 inches	EA	150
: Sampling Station / Air Release Valve	EA	90
Private Improvements - 20% Reduction		
STREET LIGHTING CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Streetlight	EA	50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
CONCRETE CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Sidewalk and Bicycle Path and Trail	SF	0.05
: Sidewalk Ramps and Truncated Domes: per Ramp	EA	80
: Curb and Gutter / Ribbon Curb	LF	0.25
: Valley Gutter / Apron	SF	0.40
: Driveway / Alley Apron	EA	55
: Return Style Driveway, Commercial Driveway and Bus Bay	SF	0.30
: Cut-off Wall	LF	1.50
Private Improvements - 20% Reduction		
PAVING CONSTRUCTION PERMITS		
Base Permit Fee, plus		50
: Paving A/C (Per Lift - Includes Striping)	SY	0.45
: Concrete Paving	SY	0.50
: Mill and Overlay	SY	0.30
: Slurry / Micro Seal	SY	0.10
: Adjustments: Manholes, Blow-offs, Water Valves, Gas Valves, Utility Adjustment, Clean-outs, Survey Monument Hand Holes, etc.	EA	60
: Survey Monument		
: Type A	EA	25
: Type B	EA	15
: Street Sign	EA	25
: Barricade / Guardrail	LF	4
: Pavement Utility Pothole	EA	65
Private Improvements - 20% Reduction		

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
LANDSCAPING PERMITS		
Base Permit Fee, plus		50
: Landscaping	SF	0.05
Private Improvements - 20% Reduction		
DRY UTILITY PERMITS (RIGHT-OF-WAY ONLY)		
: Utility Vaults / Manholes	EA	95
: Utility Splice / Repair Pits	EA	75
: Utility Valves	EA	30
: Utility Trench (includes microtrenching)	LF	0.80
TEMPORARY TRAFFIC CONTROL FEES		
Application Fee – Per each traffic control configuration	EA	50
High-Volume Road Closure (Greater than 5,000 vehicles per day)	Per Day	2,500
Nighttime – High Volume Arterial Road Closure (7 pm to 6 am only)	Per Day	500
Low-Volume Road Closure (less than 5,000 vehicles per day)	Per Day	500
Nighttime Low Volume Arterial Road Closure (7 pm to 6 am only)	Per Day	250
Lane Restriction	Per Day	100
Left Turn Restriction at Signal	Per Day	100
Sidewalk Closure	Per Day	40
OTHER (INCLUDES BASE APPLICATION FEE AND RIGHT-OF-WAY PERMIT FEE, IF APPLICABLE)		
Engineer Cost Estimate or Executed Construction Contract required for fee calculation.		
Structures (Bridges, Flood Retarding Structures, Flood Walls, Channel Energy Dissipation Structures, Box Culverts, Wing Walls, etc.)	Cost	3.0%
Water (Booster Stations, In-line Boosters, Wells, Pressure Reducing Stations, etc.)	Cost	3.0%
Sewer (Lift Station)	Cost	3.0%
Traffic Signal	Cost	3.0%
Traffic Signal Box Art Fee	EA	4,500

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
Other	Cost	3.0%
PAVEMENT RESTORATION FEES		
: 1 to 99 SY, plus	SY	26
: 100 to 499 SY, plus	SY	7
: 500 to 1,759 SY, plus	SY	2
: 1,760 SY or greater	SY	0.80
NOTE: Other Utility Items - refer to individual utility fees for additional items		
OFFSITE HAULING		
Base Permit Fee, greater than 10,000 cubic yards, plus	EA	140
: Each additional 10,000 cubic yards or fraction thereof	EA	50
OVERSIZED LOAD HAULING		
Permit Fee	EA	50
MISCELLANEOUS INSPECTION FEES		
After Hours Inspection fee minimum of 4 hours	EA	560
Hourly Inspection Fees	HR	140
CLASS PERMITS		
Class 1 Permit: Minor Encroachment Permit (Block Party - Police Department)		
: Permit Process Fee		Free
: Roadside Memorials		Free
CLASS 1 PERMIT: MINOR ENCROACHMENT PERMIT (PUBLIC TELEPHONES, NEWS RACKS, PLACING TEMPORARY TRAFFIC BARRICADES IN STREET, PLACING MERCHANDISE ON SIDEWALK FOR TEMPORARY SALE, CURB ADDRESS PAINTING)		
: Permit Fee	EA	50
CLASS 2 PERMIT: ENCROACHMENT PERMIT FOR SIDEWALK FURNITURE (TABLES, CHAIRS, UMBRELLAS, BENCHES, PLANTERS, FLOWERPOTS)		
: Permit Fee	EA	50

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION

User Fee Description	Unit	User Fee ($)
CLASS 3 PERMIT: ENCROACHMENT PERMIT FOR LANDSCAPE MAINTENANCE		
: Permit Fee, Annual Fee	EA, annually	175
CLASS 4 PERMIT: ENCROACHMENT PERMIT FOR TELECOMMUNICATIONS		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 5 PERMIT: ENCROACHMENT PERMIT FOR FIBER OPTIC CABLE, INTERSTATE SERVICES AND OTHER COMMUNICATION FACILITIES EXCLUDED FROM THE DEFINITION OF "TELECOMMUNICATION"		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 6 PERMIT: ENCROACHMENT PERMIT FOR CABLE TELEVISION		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 7 PERMIT: ENCROACHMENT PERMIT FOR UTILITIES		
: License Application Fee	EA	3,500
: Utility, Line Fee, Annual Use Rate (Without Franchise Agreement)	LF, annually	3.18
: Permit Fee	EA	175
CLASS 8 PERMIT: ENCROACHMENT PERMIT FOR STREET EXCAVATION		
: Permit Application Fee	EA	175
NOTE: Application and permit fees for class permits apply to all work within the City ROW unless otherwise governed by a franchise agreement.		

SECTION 3: ENGINEERING, UTILITIES, ROW, HORIZONTAL CONSTRUCTION		
User Fee Description	**Unit**	**User Fee ($)**
MISCELLANEOUS		
Other Public Works Services	HR	100
Street Clean-up Fee [20-7-3]	HR	100
Streetlight Back-shield	EA	250
WIRELESS FACILITIES, IN ROW; FEES AND RATES, (PER HB 2365)		
Annual Use Fees		
ROW Use Fee, ($50 per Year x Number of SWFs)	YR	50
ROW Use Fee for Monopoles and Associated Wireless Facilities	Limited to not more than the direct and actual cost of managing the ROW	
APPLICATION FOR COLLOCATING SWFS, (EXISTING WITH NO MODIFICATIONS)		
SWF Collocation		
: 1 to 5 Applications, per Batch	EA	100
: 6 through 25 Applications, per Batch	EA	50
SWFs can be Batched up to 25 SWFs per Batch. : The First 5 are Charged at $100 each to Equal $500 : The Next 20 are Charged at $50 each to Equal $1,000 : The Total for a Batch of 25 Applications will be $1,500		
APPLICATION FOR UTILITY POLE AND MONOPOLE, (NEW OR EXISTING WITH MODIFICATIONS)		
New, Replacement or Modified Utility Poles **NOT** Subject to Zoning Review	EA	750
New, Replacement or Modified Monopoles and Utility Poles and Collocation or Wireless Facilities Subject to Zoning Review	EA	1,000
INSPECTION FEES		
: Inspection Fees for Small Wireless Facilities	HR	140

SY = Square Yard EA = Each LF = Lineal Feet CF = Cubic Feet AC = Acre YR = Year HR = Hour

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

Fee Structure: All fees charged as detailed below.

1. Per services listed in Building Safety section.
2. Fees are Based on Stated Value (BOSV), Calculated Value (BOCV), or Flat Fee as listed in the User Fee Description. (See Valuation Chart and Table 1-A).
    A. All BOV Plan Review Fees shall be 65% of the calculated Permit Fee and are in addition to the Permit Fee.
    B. All applicable Plan Review Fee payments are required at the time of submittal for all BOV permits.
    C. All Flat Fee permit fees are due at the time of submittal.
    D. Revised BOV permits will be charged with permit revision and a plan review fee of $130 per hour.
3. All Subsequent Reviews, 3rd review and beyond, will be charged on an hourly basis at $130 per hour.
4. Expired permit fees are calculated as new permit fees.

Services Included under User Fee Schedule

1. Associated clerical costs for processing and maintaining City records and archiving, preparation of various correspondences, scheduling meetings, etc.

User Fee Description	User Fee ($)
ADMINISTRATIVE FEES	
Subsequent Reviews (3rd review and beyond), per hour	130
Revised BOV, per hour	130
Building Board of Appeals, Per Appeal	3,680
Building Code Modifications or Alternative	608
Inspections (Outside Normal Business Hours {$140 per hour, 3 hours minimum})	420
Permit Revision Fee	232
Re-inspection Fees (minimum 24 hour wait prior to request for re-inspection)	106
Permit Cancellation Fee - Processing Fee	47
PLAN REVIEW FEES - FEE-BASED OR BASED ON VALUATION	
Plot (Site) Plan Review for Residential Homes, Per Plot Plan	54
Preliminary Fee for Review of Plans, Per Standards Plan (65% of Building Per Fee per ICC) - Residential Standard Plan Review	*BOCV

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Swimming Pool Standard Plan Review	293
SINGLE FAMILY RESIDENCE	
: Truss (Deferred) Calculation Review, Residential, 1st and 2nd Review, Per Structure	280
: Custom Homes (65% of Building Permit Fee per ICC)	BOCV*
NOTE: *BOCV: Based on Calculated Valuation (See Table 1-A)	
COMMERCIAL BUILDING	
Commercial Building (65% of Building Permit Fee per ICC), 1st and 2nd Review	BOCV*
Racking Review, Commercial, 1st and 2nd Review, Per Facility	BOSV*
Truss Calculation Review, Commercial, 1st and 2nd Review, Per Structure	652
Tenant Improvements	BOSV*
Other (as defined by Building Official)	BOSV*
UTILITY PERMIT FEES (ELECTRICAL, MECHANICAL, HVAC, PLUMBING, GAS, ETC.)	
AC Unit, Replace or Upgrade, Commercial or Residential (per unit)	109
Backflow Preventer, Commercial	109
Electrical, (Includes Clearance)	
: Meter Clearance (Up to 400 AMP)	153
: Service Entrance Section (Up to 400 AMP), Per Meter	276
: Electrical Meter or Service Section Upgrade (Above 400 AMP) per Meter (includes clearance)	BOSV*
: Electrical Sub Panel	206
: Panel De-rate, Residential	260
: Power Pedestal, Per Meter	260
Electrical	
: Commercial, Misc.	BOSV*
: Residential, Misc.	153
: Temporary	153

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
: Temporary Electrical Service	188
: Temporary, Overhead Service	260
Plumbing	
: Commercial, Misc.	BOSV*
: Residential, Misc.	BOSV*
Gas Line	
: Commercial, Misc.	BOSV*
: Commercial, Meter Clearance (only)	126
: Residential, Misc.	153
: Residential, Meter Clearance (only)	170
Generators	
: Permanent, Per Generator	BOSV*
: Temporary (10,000 Watts and Above), Per Generator	153
Photovoltaic System, Residential	250
Panel De-Rate, Residential	276
Residential Battery Storage	250
Non-Residential Battery Storage	BOSV*
Water Heater	
: Gas to Electric or Electric to Gas	223
OCCUPANCY PERMIT FEES	
Certificate of Completion	87
Certificate of Occupancy	140
Change of Occupancy Permit, Each	228
Change of Occupant Permit, Each	166
Stock and Train	163

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Temporary Certificate of Occupancy (expires in 60 days)	140
First Extension of TCO (61 to 120 days) 10% of Original Building Permit Fee	BOSV*
Second Extension of TCO (121 to 180 Days) 20% of Original Building Permit Fee	BOSV*
Third Extension of TCO (181 to 240 Days) 30% of Original Building Permit Fee	BOSV*
NOTE: *BOSV: Based on Standard Valuation (See Table 1-A)	
MISCELLANEOUS PERMIT FEES - BASED ON VALUATION (SEE TABLE 1-A)	
Patios, Decks, Ramadas, etc.	BOSV*
Remodel Fee	BOSV*
Sign Permit	BOSV*
Commercial Walls- Themed, Retaining, and Perimeter	BOSV*
Water Damage	BOSV*
Product/Manufacturing Equipment Hookups (MP&E, etc.)	BOSV*
Product/Material Handling	BOSV*
Temporary Batch Plant	BOSV*
Tanks/Silos/Process Piping	BOSV*
Solar Farm/COMM PV	BOSV*
MISCELLANEOUS PERMIT FEES – FEE BASED	
Building Demolitions	
: Residential Accessory, Per Structure	179
: Structures Other than Single Family Residence	260
: Single Family Residence, Per Structure	232
Building Moving, Per Structure	3,000
Fences	
: Pool Barrier	223
Fire Repair / Restoration, Per Inspection Trip	106

SECTION 4: BUILDING SAFETY, VERTICAL CONSTRUCTION

User Fee Description	User Fee ($)
Manufactured Home Set	350
Flagpole (30 ft and over)	162
Model Home Complex, Per Application (Fee Combined with Planning Fee)	263
Model Home Sales Trailer/Other Sales Trailers, Per Trailer	153
: Garage Conversion	209
: Garage Conversion Restoration	288
Spas/Hot Tubs/Pools (Single Family Residence) All other: BOV*	
Existing Roof Covering Replacement	BOSV*
: Above-Ground (Pool or Spa)	223
: In-Ground Spa	
: Prefabricated	276
: Site Built	452
: In-Ground Pool (With Approved Standard Plan)	329
: In-Ground Spa / Pool Combination (With Approved Standard Plan)	329
Trailers, Temporary (example, Construction Trailers)	276
Window Replacement (when larger than existing is being replaced)	BOSV*
Miscellaneous Inspections or Service for which no fee is specifically indicated (hourly rate)	116
Annual Facilities Permit	820

TABLE 1-A

Total Valuation	Fee
Total Valuation $1.00 to $500.00	$72
Total Valuation $500.01 to $2,000.00	$270 for the first $500 plus $15 for each additional $100 or fraction thereof, to and including $2,000
Total Valuation $2,000.01 to $25,000.00	$490 for the first $2,000 plus $9 for each additional $1,000 or fraction thereof, to and including $25,000
Total Valuation $25,000.01 to $50,000.00	$690 for the first $25,000 plus $35 for each additional $1,000 or fraction thereof, to and including $50,000

Total Valuation $50,000.01 to $100,000.00	$1,570 for the first $50,000 plus $16.50 for each additional $1,000 or fraction thereof, to and including $100,000
Total Valuation $100,000.01 to $500,000.00	$2,405 for the first $100,000 plus $13.00 for each additional $1,000 or fraction thereof, to and including $500,000
Total Valuation $500,000.01 to $1,000,000.00	$7,630 for the first $500,000 plus $18.50 for each additional $1,000 or fraction thereof, to and including $1,000,000
Total Valuation $1,000,000.01 and up	$16,864 for the first $1,000,000 plus $5 for each additional $1,000 or fraction thereof

** The Building Valuation Data chart shall be updated annually using the most current ICC-published figures, in compliance with applicable Building Standards**

SECTION 5: FIRE SAFETY

Fee Structure: All fire fees listed are flat fees unless otherwise indicated.

Services Included under User Fee Schedule

1. Associated clerical costs for processing and maintaining City records and archiving, preparation of various correspondences, scheduling meetings, etc.
2. Expired permit fees are calculated as new permit fees.

User Fee Description	User Fee ($)
FEE TYPE	
Alarms, Per Facility	590
Alarms, Tenant Improvements	305
Alarm Modification	305
Sprinklers, Per Facility	
: Tenant Improvements	330
: Residential	315
Sprinkler Standard Plan Review	160
Sprinklers, Per Facility	
: Commercial – Less than 30,000 sq. ft.	590
: Commercial - 30,000 sq. ft. or greater and up to 90,000 sq. ft.	775
: Commercial - 90,000 sq. ft. or greater and up to 120,000 sq. ft.	945
: Commercial - 120,000 sq. ft. or greater	1,460
Sprinklers Modification	350
Flow Test	100
Automatic Kitchen Hood System	340
Propane Tank	
: Tank Cage (Each)	260
: Commercial and Residential LPG (Propane) Above Ground (Per Tank)	305
: Commercial and Residential LPG (Propane) Underground (Per Tank)	420
Tent / Canopy, Temporary, Per Tent greater than 200 sq. ft.	275

SECTION 5: FIRE SAFETY

User Fee Description	User Fee ($)
Fire Access Gates, Knox Box, Knox Locks, Knox Key Switch or Opticom	100
Alternative Fire Extinguishing System	510
Fire Pump Inspection (Each)	680
Fire Pump Modification	500
Annual Hazardous Materials Operational Permit	410
License Inspections	
: Educational Facilities	340
: Daycare - Residential	270
: Daycare - Commercial	340
: Licensed Adult Care Facilities - Commercial	340
: Licensed Adult Care Facilities - Residential	270
: Outpatient Services	305
Blasting Operations (Per Blasting - 30 Day Permit Expiration)	560
Fireworks	
: Fireworks (0 to 30 Shells, per show - shell diameter less than 3 inches)	100
: Fireworks (31 Shells and up, per show)	250
Consumer Fireworks Retail Sales – 30 Day	410
Residential Compressed Gas	340
Temporary Fuel Tank, (permit issued for 180 days)	330

SECTION 6: BUSINESS LICENSES

SUMMARY

1. Business licenses are issued for a period of one year. Notices are emailed the month prior, providing 30-45 days' notice to renew the license.
2. The application fee for a General Fee Category is $25.00, and the annual fee for a new business registration or renewal is $50.00.
3. Other Categories Fees are identified below.
4. Late fees will be assessed if payment is not received by the due date.

User Fee Description	User Fee ($)
FEE TYPE	
GENERAL CATEGORY: $25 APPLICATION FEE/$50 ANNUAL FEE	
Care Facilities	25 Application Fee, 50 Annual Fee
Contractors and Builders	25 Application Fee, 50 Annual Fee
Exempt (Non-Profit)	25 Application Fee, 50 Annual Fee
Massage Establishment	25 Application Fee, 50 Annual Fee
Mercantile Business – Wholesale and Retail	25 Application Fee, 50 Annual Fee
Mobile Food Vendors	25 Application Fee, 50 Annual Fee
Professional and Personal Services	25 Application Fee, 50 Annual Fee
Restaurant and Bars	25 Application Fee, 50 Annual Fee
Solicitors and Peddlers	25 Application Fee, 50 Annual Fee
Tattoo and/or Body Piercing Establishment	25 Application Fee, 50 Annual Fee
Waste Hauler	25 Application Fee, 50 Annual Fee
Late Fee	25
Reinstatement or Replacement Fee	25
OTHER CATEGORIES	
Marijuana Dispensaries	1,000 Application Fee, 100 Annual Fee
Sexually Oriented Business	1,000 Application Fee, 100 Annual Fee

SECTION 6: BUSINESS LICENSE

User Fee Description	User Fee ($)
FEE TYPE	
LIQUOR LICENSES	
In-State Producer – Series 1	500 Application Fee, 1,000/Year
Out-of-State Producer – Series 2	500 Application Fee, 1,000/Year
Domestic Brewery – Series 3	500 Application Fee, 1,000/Year
Wholesaler – Series 4	500 Application Fee
Government – Series 5	500 Application Fee
Bar (All Spiritous Liquor) – Series 6	500 Application Fee, 500/Year
Beer and Wine Bar Only – Series 7	500 Application Fee, 400/Year
Conveyance – Series 8	500 Application Fee, 100/Year
Liquor Store (All Spiritous Liquor) - Series 9	500 Application Fee, 400/Year
Beer & Wine Store Only - Series 10	500 Application Fee, 400/Year
Hotel/Motel (With Restaurant) – Series 11	500 Application Fee, 400/Year
Restaurant – Series 12	500 Application Fee, 400/Year
Domestic Farm Winery – Series 13	500 Application Fee, 1000/Year
Private Club – Series 14	500 Application Fee, 200/Year
Special Event (Temporary License) – Series 15	0
Wine Festival/Wine Fair – Series 16	100 Annual Fee
Direct Shipment Lease – Series 17	100 Annual Fee

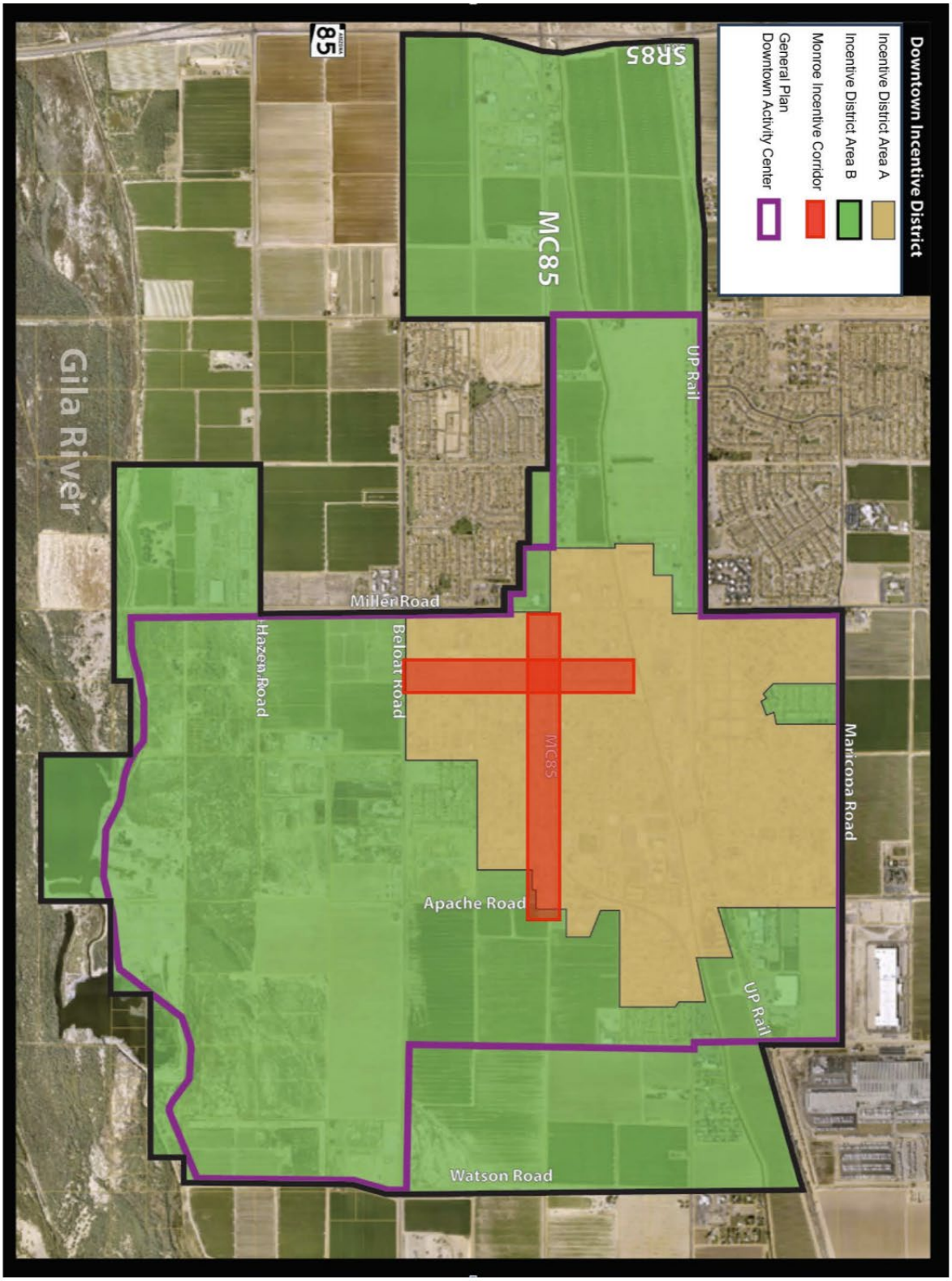
SECTION 7: INCENTIVE DISTRICT

Fee Structure: All fees charged as detailed below.

1. Downtown Incentive District
    A. This district is to incentivize the downtown Buckeye area for redevelopment and growth.
    B. The incentive for this area is a 75% reduction on all User Fees as identified in this document with the exception of items (c) and (d) below.
    C. The incentive does not apply to the following;
        i. The Office of Manufactured Housing Set Fee
        ii. Business License Fees
        iii. All Class Permits, (Section 3)
        iv. MIDS and SLIDS, (Section 3)
        v. Annual Fees as listed under the Class Permits, (Section 3)
        vi. All fees adopted under other council action or other fees schedules such as;
            1. Development Impact Fees
            2. Water Fees
        vii. Unincorporated land developed through Maricopa County
    D. Within Incentive Area B (as shown on the following map) the incentive does not apply to the following land uses. Note, there are no restricted land uses for Incentive Area A;
        i. Single-Family Residential
        ii. Multi-Family Residential with less than fifteen (15) dwelling units per acre net density
        iii. Mobile Home Park
        iv. Manufactured Home Subdivision
        v. Group Living Use Category uses
        vi. Marijuana related uses
        vii. Telecommunication Facility Use Category uses
        viii. Vehicle Storage
        ix. Resource Extraction
        x. Storage Yard
        xi. Waste and Salvage Use Category uses
        xii. Temporary Uses.
    E. Incentive Area B will be offered until December 31, 2035, unless modified by the City Council.
    F. Monroe Incentive Corridor (MIC). A 100% full reduction of fees, as excepted in this Section, will apply to properties with direct frontage on either Monroe Avenue between Miller Road (1st Street) and Baseline Road and/or 4th Street between Narramore Avenue and Irwin Avenue. The Monroe Incentive Corridor does not apply to properties with obsolete zoning and only applies to land uses allowed within the Downtown Commercial (DC) zoning district.
    G. The pictorial area for the Downtown Incentive Districts A and B, and the Monroe Incentive Corridor are identified on the following map. Incentive Districts A and B are not inclusive of each other – the boundaries are unique and distinct without overlapping. The MIC, however,

intersects Incentive District A in such a way that project failing to meet the MIC requirements may still qualify for the Incentive District A benefits.

H. The Legal Description for the Downtown Incentive Districts are on the following pages. The MIC is defined in subsection f. above.


Downtown Incentive District
Incentive District Area A
Incentive District Area B
Monroe Incentive Corridor
General Plan
Downtown Activity Center
SR85
MC85
UP Rail
Miller Road
Beloat Road
Hazen Road
Apache Road
Watson Road
Maricopa Road
Gila River
85

LEGAL DESCRIPTION
FOR
CITY OF BUCKEYE
DOWNTOWN INCENTIVE DISTRICT A

A PARCEL OF LAND SITUATED IN A PORTION OF SECTIONS 4, 5 AND 6, TOWNSHIP 1 SOUTH, RANGE 3 WEST AND SECTIONS 32 AND 33, TOWNSHIP 1 NORTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 5;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 15, TO THE SOUTH QUARTER CORNER THEREOF;

THENCE DEPARTING SAID SOUTH LINE, NORTH ALONG AND WITH THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 5, SAME BEING THE CENTERLINE OF SOUTH 7TH STREET, TO ITS INTERSECTION WITH THE CENTERLINE OF EAST CENTRE AVENUE;

THENCE EAST, ALONG AND WITH THE CENTERLINE OF EAST CENTRE AVENUE, TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH 9TH STREET;

THENCE CONTINUING EAST, ALONG AND WITH THE NORTH LINE OF MOUNTAIN VIEW ESTATES, A SUBDIVISION RECORDED IN BOOK 828 OF MAPS ON PAGE 34, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 1997-0311804, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID PARCEL, 1010 FEET, MORE OR LESS, TO THE CENTERLINE OF AN IRRIGATION DITCH;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 361 FEET, MORE OR LESS;

THENCE NORTHERLY, ALONG AND WITH SAID IRRIGATION DITCH, 64 FEET, MORE OR LESS;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 305 FEET, MORE OR LESS, TO THE EAST LINE OF THE AFORSAID SECTION 5;

THENCE NORTH, ALONG AND WITH SAID EAST LINE, TO THE EAST QUARTER CORNER OF SAID SECTION 5;

THENCE CONTINUING NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCKET 5040 ON PAGE 179, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, 250 FEET TO ITS SOUTHEAST CORNER;

THENCE SOUTH, WESTERLY AND NORTH, ALONG AND WITH AND CIRCUMVENTING THE PERIMETER OF SAID BUCKEYE PARK, WITH THE FINAL BEARING OF NORTH 00 DEGREES 08 MINUTES 11 SECONDS WEST, 1187.28 FEET TO THE SAID EAST-WEST MID-SECTION LINE;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 32;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 32, TO THE SOUTHWEST CORNER THEREOF;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 5, TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 10 OF VALENCIA, A SUBDIVISION RECORDED IN BOOK 21 OF MAPS ON PAGE 44, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINES OF LOTS 10, 9 AND 8, TO THE NORTHWEST CORNER OF LOT 8 OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 8, TO THE SOUTH RIGHT OF WAY LINE OF INDUSTRIAL STREET PER SAID MAP OF VALENCIA;

THENCE WEST, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH SAID WEST LINE, TO THE NORTH RIGHT OF WAY LINE OF BUCKEYE CANAL;

THENCE NORTHEASTERLY, ALONG AND WITH SAID NORTH RIGHT OF WAY LINE, TO ITS INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE EAST RIGHT OF WAY LINE OF SOUTH 253RD AVENUE;

THENCE SOUTH, ALONG AND WITH SAID EAST RIGHT OF WAY LINE, TO THE EAST-WEST MID-SECTION LINE OF THE AFORESAID SECTION 6, SAME BEING THE CENTERLINE OF EAST MONROE AVENUE;

THENCE EAST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 5;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 5, TO THE POINT OF BEGINNING.

Registered Land Surveyor
CERTIFICATE NO.
31019
C. STEVE
DURYEA, JR.
Date Signed 9/26/17
ARIZONA, U.S.A.
Expires 03/31/18

ARIZONA;

LEGAL DESCRIPTION
FOR
CITY OF BUCKEYE
DOWNTOWN INCENTIVE DISTRICT B

A PARCEL OF LAND SITUATED IN A PORTION OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 4 WEST, SECTION 1, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SECTIONS 31 THROUGH 33, TOWNSHIP 1 NORTH, RANGE 3 WEST AND SECTIONS 4 THROUGH 9 AND 17, TOWNSHIP 1 SOUTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 1;

THENCE NORTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 1 TO THE NORTHWEST CORNER THEREOF;

THENCE NORTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 36 TO THE CENTERLINE OF BASELINE ROAD;

THENCE DEPARTING SAID WEST LINE, EASTERLY ALONG AND WITH THE CENTERLINE OF BASELINE ROAD TO THE INTERSECTION WITH MILLER ROAD, SAID POINT ALSO BEING ON THE WEST LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SECTION 32;

THENCE NORTH, ALONG AND WITH SAID WEST LINE TO THE WEST QUARTER CORNER OF SAID SECTION 32, ALSO BEING THE INTERSECTION OF MILLER ROAD AND MARICOPA ROAD;

THENCE EAST, ALONG THE EAST-WEST MID-SECTION LINE OF SECTIONS 32 AND 33 TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 33;

THENCE SOUTH, ALONG THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 33 TO THE SOUTH RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD;

THENCE NORTHEASTERLY ALONG AND WITH SAID RIGHT OF WAY LINE, TO THE POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF THE AFORESAID SECTION 33, ALSO BEING MILLER ROAD;

THENCE SOUTH, ALONG AND WITH SAID EAST LINE TO THE SOUTHEAST CORNER OF SAID SECTION 33, ALSO BEING A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF THE AFORESAID SECTION 4 AND BEING A POINT ON BASELINE ROAD;

THENCE EAST, ALONG AND WITH SAID NORTH LINE TO THE NORTHEAST CORNER OF SAID SECTION 4;

THENCE SOUTH, ALONG AND WITH THE EAST LINE OF SAID SECTION 4 TO THE SOUTHEAST CORNER OF SAID SECTION 4, ALSO BEING A POINT ON BELOAT ROAD AND BEING THE *NORTHEAST CORNER OF THE AFORESAID SECTION 9;

*THENCE ALONG AND WITH THE EAST OF LINE OF SAID SECTION 9 TO POINT AT THE CENTERLINE OF THE DRAINAGE DITCH;

THENCE CONTINUING ALONG AND WITH SAID DRAINAGE DITCH IN A SOUTHWESTLRY DIRECTION TO A POINT THAT IS 150 FEET EAST LINE OF SAID SECTION 9 TO A POINT ON THE NORTH LINE OF THE FINAL PLAT OF EAST ALLENVILLE, RECORDED IN BOOK 31, PAGE 41, RECORDS OF MARIPOA COUNTY, ARIONA;

THENCE DEPARTING SAID DRAINAGE DITCH, WESTERLY, ALONG AND WITH SAID NORTH LINE TO THE NORTHWEST CORNER OF LOT 15 OF SAID PLAT;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 15 TO THE SOUTHWEST CORNER OF SAID LOT 15, ALSO BEING A POINT ON THE NORTH LINE OF NUTTALL AVENUE;

THENCE WEST, ALONG AND WITH THE NORTH LINE OF SAID NUTTAL AVENUE, TO THE SOUTHEAST CORNER OF LOT ;

THENCE DEPARTING SAID NORTH LINE, SOUTH, TO THE SOUTHEAST CORNER OF LOT 28, SAID POINT ALSO BEING ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SESTION 9, SAID POINT ALSO BEING ON HAZEN ROAD;

THENCE WEST, ALONG AND WITH SAID SOUTH LINE TO THE NORTHEAST CORNER OF THE AFORESAID SECTION 17, ALSO BEING THE INTERSECTION OF APACHE ROAD AND HAZEN ROAD ;

THENCE SOUTH, ALONG AND WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17 TO THE 16TH CORNER OF SAID EAST LINE;

THENCE DEPARTING SAID EAST LINE, WEST, ALONG AND WITH SAID 16TH LINE, TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 17;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE SOUTH QUARTER CORNER OF THE AFORESAID SECTION 8;

THENCE NORTH, ALONG AND WITH THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 8, A DISTANCE OF 330 FEET TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOTS 1 AND 8, BLOCK 6 OF THE AMENDED PLAT OF ALLENVILLE, RECORDED IN BOOK 35, PAGE 37, RECORDS OF MARIPOA COUNTY, ARIZONA;

THENCE WEST, ALONG AND WITH SAID NORTH LINE TO CENTERLINE OF FOURTH STREET;

THENCE SOUTH, ALONG AND WITH SAID CENTERLINE TO THE 16TH CORNER OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE AFORESAID SECTION 8, ALSO BEING A POINT ON HAZEN ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF SECTION 8 TO THE SOUTHEAST CORNER OF THE AFOREAID SECTION 7, ALSO BEING THE INTERSECTION OF MILLER ROAD AND HAZEN ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 7 TO THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 7;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 7;

THENCE EAST, ALONG AND WITH THE EAST-WEST MID-SECTION LINE OF SAID SECTION 7 TO THE EAST QUARTER CORNER OF SAID SECTION 7;

THENCE NORTH ALONG AND WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7 TO THE SOUTHEAST CORNER OF THE AFORESAID SECTION 6;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6 TO THE SOUTHEAST CORNER OF INSTRUMENT 2019-0870901, RECORDS OF MARIPOA COUNTY, ARIZONA;

THENCE ALONG AND WITH THE SOUTHERLY AND WESTERLY LINES OF SAID INSTRUMENT TO THE NORTH-SOUTH MID-SECTION LINE OF THE AFOFESAID SECTION 6;

THENCE NORTH, ALONG AND WITH SAID NORTH-SOUTH MID-SECTION LINE TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 6;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE EAST QUARTER CORNER OF THE AFORESAID SECTION 1;

THENCE SOUTH, ALONG AND WITH SAID EAST LINE OF THE SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF SAID SECTION 1, ALSO BEING A POINT ON BELOAT ROAD;

THENCE WEST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 1 TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM

A PARCEL OF LAND SITUATED IN A PORTION OF SECTIONS 4, 5 AND 6, TOWNSHIP 1 SOUTH, RANGE 3 WEST AND SECTIONS 32 AND 33, TOWNSHIP 1 NORTH, RANGE 3 WEST OF GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 5;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID SECTION 5, TO THE SOUTH QUARTER CORNER THEREOF;

THENCE DEPARTING SAID SOUTH LINE, NORTH ALONG AND WITH THE NORTH-SOUTH MIDSECTION LINE OF SAID SECTION 5, SAME BEING THE CENTERLINE OF SOUTH 7TH STREET, TO ITS INTERSECTION WITH THE CENTERLINE OF EAST CENTRE AVENUE;

THENCE EAST, ALONG AND WITH THE CENTERLINE OF EAST CENTRE AVENUE, TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH 9TH STREET;

THENCE CONTINUING EAST, ALONG AND WITH THE NORTH LINE OF MOUNTAIN VIEW ESTATES, A SUBDIVISION RECORDED IN BOOK 828 OF MAPS ON PAGE 34, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 1997-0311804, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID PARCEL, 1010 FEET, MORE OR LESS, TO THE CENTERLINE OF AN IRRIGATION DITCH;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 361 FEET, MORE OR LESS;

THENCE NORTHERLY, ALONG AND WITH SAID IRRIGATION DITCH, 64 FEET, MORE OR LESS;

THENCE EASTERLY, ALONG AND WITH SAID IRRIGATION DITCH, 305 FEET, MORE OR LESS, TO THE EAST LINE OF THE AFORSAID SECTION 5;

THENCE NORTH, ALONG AND WITH SAID EAST LINE, TO THE EAST QUARTER CORNER OF SAID SECTION 5;

THENCE CONTINUING NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCKET 5040 ON PAGE 179, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, 250 FEET TO ITS SOUTHEAST CORNER;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID PARCEL, TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN INSTRUMENT 2007-1118860, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE EASTERLY, ALONG AND WITH THE SOUTH LINE OF SAID PARCEL, TO ITS SOUTHEAST CORNER;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID PARCEL, TO THE NORTHEAST

CORNER THEREOF;

THENCE NORTHWESTERLY, ALONG AND WITH THE NORTH LINE OF SAID PARCEL, TO ITS INTRESECTION WITH THE EAST LINE OF THE AFORESAID SECTION 4;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID SECTION 4, TO THE SOUTHWEST CORNER OF LOT 4 OF SAID SECTION 4;

THENCE EAST, ALONG AND WITH THE SOUTH LINE OF SAID LOT 4, TO THE SOUTHEAST CORNER OF SHEPARD ESTATES UNIT ONE, A SUBDIVISION RECORDED IN BOOK 81 OF MAPS ON PAGE 13, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTHERLY, ALONG AND WITH THE EAST LINE OF SAID SUBDIVISION, TO THE NORTHEAST CORNER THEREOF IN THE NORTH LINE OF SAID SECTION 4;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINE OF SAID SECTION 4, TO THE SOUTHERLY PROLONGATION OF THE EAST LINE OF LOT 4 OF EAST SUNLAND, A SUBDIVISION RECORDED IN BOOK 42 OF MAPS ON PAGE 24, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH, ALONG AND WITH THE EAST LINE OF SAID LOT 4, TO THE NORTHEAST CORNER THEREOF IN THE NORTH LINE OF SAID SUBDIVISION;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINE OF SAID SUBDIVISION, TO THE SOUTHERLY PROLONGATION OF THE EAST LINE OF THE WEST 896 FEET OF THE AFORESAID SECTION 33;

THENCE NORTHERLY, ALONG AND WITH SAID EAST LINE, TO THE SOUTH LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE SOUTHWESTERLY, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF THE AFORESAID SECTION 33;

THENCE NORTH, ALONG AND WITH SAID WEST LINE, TO THE WEST QUARTER CORNER OF SAID SECTION 33;

THENCE DEPARTING SAID WEST LINE, ALONG AND WITH THE EAST-WEST MID-SECTION LINE OF THE AFORESAID SECTION 32, TO THE NORTHEAST CORNER OF BUCKEYE PARK, A SUBDIVISION RECORDED IN BOOK 565 OF MAPS ON PAGE 15, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE SOUTH, WESTERLY AND NORTH, ALONG AND WITH AND CIRCUMVENTING THE PERIMETER OF SAID BUCKEYE PARK, WITH THE FINAL BEARING OF NORTH 00 DEGREES 08 MINUTES 11 SECONDS WEST, 1187.28 FEET TO THE SAID EAST-WEST MID-SECTION LINE;

THENCE WEST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 32;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 32, TO THE SOUTHWEST CORNER THEREOF;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF THE AFORESAID SECTION 5, TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 10 OF VALENCIA, A SUBDIVISION RECORDED IN BOOK 21 OF MAPS ON PAGE 44, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE WESTERLY, ALONG AND WITH THE NORTH LINES OF LOTS 10, 9 AND 8, TO THE NORTHWEST CORNER OF LOT 8 OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID LOT 8, TO THE SOUTH RIGHT OF WAY LINE OF INDUSTRIAL STREET PER SAID MAP OF VALENCIA;

THENCE WEST, ALONG AND WITH SAID SOUTH RIGHT OF WAY LINE, TO THE WEST LINE OF SAID VALENCIA;

THENCE SOUTH, ALONG AND WITH SAID WEST LINE, TO THE NORTH RIGHT OF WAY LINE OF BUCKEYE CANAL;

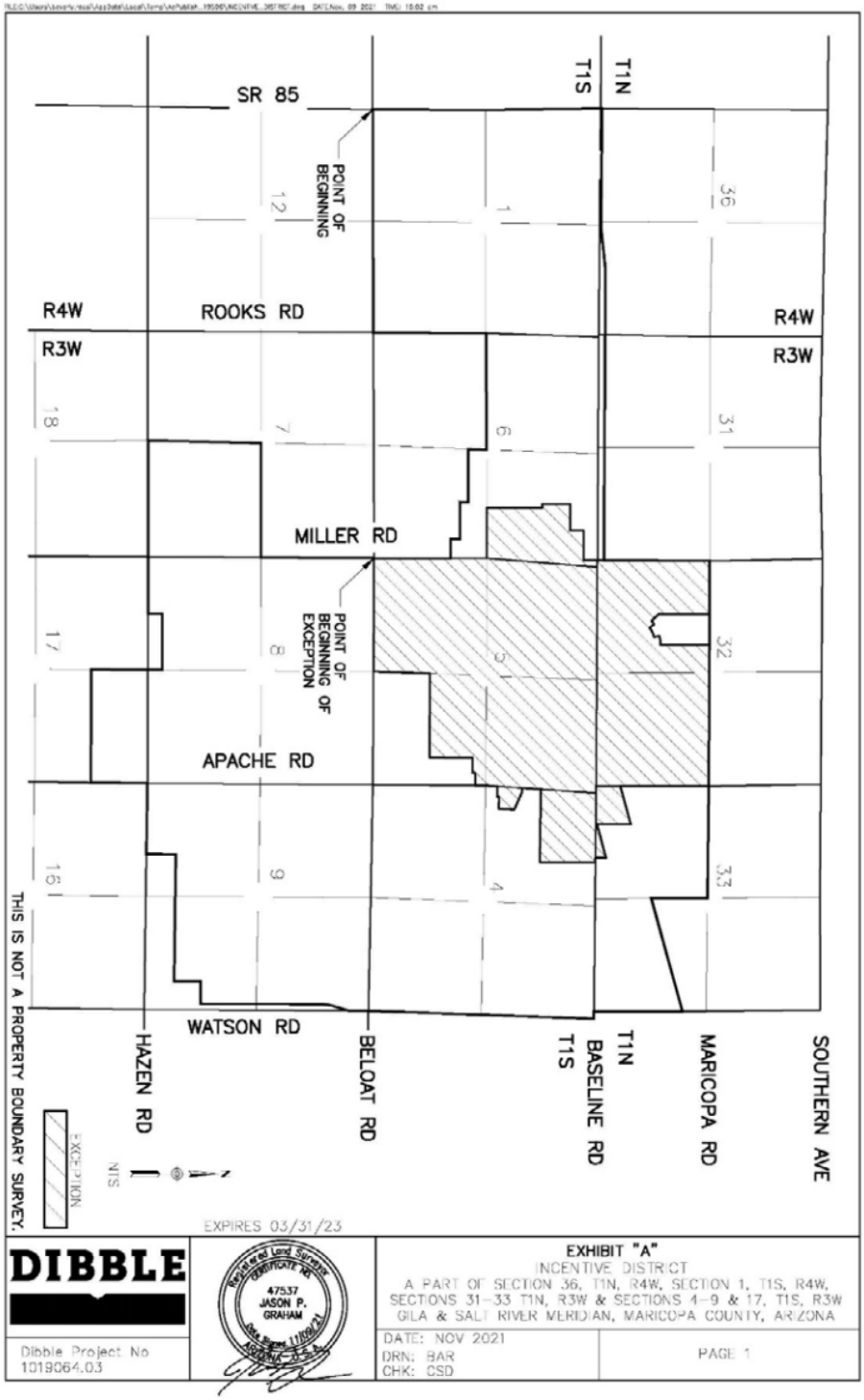
THENCE NORTHEASTERLY, ALONG AND WITH SAID NORTH RIGHT OF WAY LINE, TO ITS INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE EAST RIGHT OF WAY LINE OF SOUTH 253RD AVENUE;

THENCE SOUTH, ALONG AND WITH SAID EAST RIGHT OF WAY LINE, TO THE EAST-WEST MIDSECTION LINE OF THE AFORESAID SECTION 6, SAME BEING THE CENTERLINE OF EAST MONROE AVENUE;

THENCE EAST, ALONG AND WITH SAID EAST-WEST MID-SECTION LINE, TO THE WEST QUARTER CORNER OF THE AFORESAID SECTION 5;

THENCE SOUTH, ALONG AND WITH THE WEST LINE OF SAID SECTION 5, TO THE POINT OF BEGINNING.

EXPPIRES 03/31/23


SOUTHERN AVE
MARICOPA RD
T1N
BASELINE RD
T1S
BELOAT RD
HAZEN RD
WATSON RD
APACHE RD
MILLER RD
ROOKS RD
SR 85
R4W
R3W
T1N
T1S
POINT OF BEGINNING
POINT OF BEGINNING OF EXCEPTION
EXCEPTION
N.T.S.
THIS IS NOT A PROPERTY BOUNDARY SURVEY.
EXPIRES 03/31/23
DIBBLE
Dibble Project No
1019064.03
Registered Land Surveyor
CERTIFICATE NO.
47537
JASON P.
GRAHAM
EXHIBIT "A"
INCENTIVE DISTRICT
A PART OF SECTION 36, T1N, R4W, SECTION 1, T1S, R4W,
SECTIONS 31-33 T1N, R3W & SECTIONS 4-9 & 17, T1S, R3W
GILA & SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA
DATE: NOV 2021
DRN: BAR
CHK: CSD
PAGE 1

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Based Monthly Tiedowns	
Single Engine	36
Twin Engine	45
Turboprop	75
Jet	90
Helicopter <12,500 lbs.	0
Helicopter >12,500 lbs.	0
Helicopter – Twin Rotor	0
Helicopter	36
Transient Daily Tiedowns	
Single Engine	6
Twin Engine	8
Turboprop	10
Jet	12
Helicopter < 12,500 lbs.	0
Helicopter > 12,500 lbs.	0
Helicopter – Twin Rotor	0
Helicopter	9
Based Monthly Covered Tiedown	
Small – Monthly	45
Large – Monthly	75

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Transient Daily Covered Tiedown	
Small – Daily	0
Large – Daily	0
Based Monthly Hangar	
T-Hangar	175
Conventional Hangar (minimum per sf)	.25
Non-Airworthy Aircraft	
Hangar Fee	2 x applicable fee above
Land Lease	
Application Fee	150
Land $/SF	Negotiated Rate
Monthly Vehicle Parking	
Tenant Vehicle/Trailer > 3 days	25
Access Device	
Gate Access	25
Gate Access Replacement	40
Airport Business Permit	
Annual Permit Fee	150
Temporary Permit Fee	50
Fuel Flowage Fee	
Per Gallon Delivered	.08
Administrative Fees	
Airport Hourly Rate – 2 hr. min	80
Overtime Hourly Rate – 2 hr. min	160

User Fees: Municipal Airport

User Fee Description	User Fee ($)
Late Fee	15
Returned Check Fee	35
Airport Damage	Actual
Aircraft Removal	Actual
Miscellaneous Fees	
Banner Towing	50
Commercial Photography	50
Monument Signage	Actual
Meeting Space rental	50/hour 50% for non-profit aviation entities

User Fees: Public Works

User Fee Description	User Fee ($)
*Non-residential HHW drop-off	40
*Acceptance of freon-containing appliances	25
*City building key replacement	40
*Curbside collection White Goods	45
*Freon containing White Good disposal	45

** Please note that the Public Works User Fees will be adjusted each year by 4%**

Public Works Fee Explanation

HHW drop off fee - $40.00

This fee represents the average cost per participating resident for disposal of household hazardous waste (not including paint). It includes the annual receiving, storage, and disposal costs incurred by the city for the household hazardous waste program, per participant. This cost was obtained by calculating the disposal costs per pound of material per participant over the past three years of household hazardous waste collection.

Curbside Collection of Freon Appliances $45.00

This fee covers the average transport cost of collecting an item from a home in Buckeye and transporting the item to our Public Works Yard, including associated staff time and materials. The fee is the same for freon appliances or household hazardous waste, as it is only for transport. This service is offered in response to resident requests for staff collection of these materials.

Freon Appliance Disposal - $25.00

This fee is based on the average cost to hire a contractor to remove freon from appliances, with a minimum of 15 refrigerators processed at one time. This represents a collective purchasing power for this service.

Annual Price increase of 4%

The solid waste industry has seen consistent year-over-year cost increases, driven by higher over-the-road shipping expenses, rising regulatory fees, and increased staffing costs. To sustain responsible and cost-effective operations, annual rate adjustments will be adopted using the Bureau of Labor Statistics (BLS) Consumer Price Index (CPI) subcategory for "Water and Sewer and Trash Collection Services."

- Public Works recommends a 4.0% annually for the next 5 years.
- This benchmark closely reflects industry inflation and ensures that city rates remain up-to-date with actual operating cost pressures, including ongoing increases in labor, transportation, and regulatory compliance across the solid waste sector.

Item	2026	2027	2028	2029	2030	2031	2032
Non-residential HHW drop-off	$40.00	$41.60	$43.26	$44.99	$46.79	$48.67	$50.61
Curbside HHW collection	$45.00	$46.80	$48.67	$50.62	$52.64	$54.75	$56.94
Acceptance of freon-containing appliances	$25.00	$26.00	$27.04	$28.12	$29.25	$30.42	$31.63
Key replacement	$40.00	$41.60	$43.26	$44.99	$46.79	$48.67	$50.61

Key Replacement

Charging employees and tenants for lost key replacements helps recover the direct costs and security measures required to maintain protected facilities. It also reinforces accountability and encourages careful handling of issued access keys.

RESOLUTION NO. 44-26

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, ESTABLISHING NEW OR INCREASED MUNICIPAL FEES; ESTABLISHING AN EFFECTIVE DATE; REPEALING CONFLICTING RESOLUTIONS; AND PROVIDING FOR SEVERABILITY.

WHEREAS, there is a desire to establish and/or modify municipal fees to further a cost recovery philosophy; and

WHEREAS, a comprehensive fee study and report of findings was prepared to provide the tools necessary to make informed decisions about the proposed fee adjustments; and

WHEREAS, pursuant to A.R.S. § 9-499.15, the public notice requirements have been completed: (i) a schedule of the proposed new or increased fees that includes the amount of the fees and a written report or data that supports the new or increased fees was prepared and filed in the office of the City Clerk; (ii) written notice of the proposed charges, the schedule of the proposed charges and the written report or data supporting the new charges was posted on the home page of the City's website at least sixty days before the date the proposed new fees are to be approved or rejected by the City Council; and (iii) a notice of intent to establish or increase municipal user fees which includes the date, time and place of the meeting of the City Council in which the proposed new or increased fees will be considered and a statement that a schedule of the proposed new or increased fees that includes the amount of the fees and a written report or data that supports the new or increased fees is available on the City's website was posted on the City's website at least fifteen days before the date the proposed new or increased fees will be approved or rejected by the City Council, as well as distributed via social media and other electronic communication tools; and

WHEREAS, the City Council held a meeting on May 5, 2026 to consider and approve or disapprove the proposed new or increased fees and charges to be implemented by the City and has determined that the fees presented and proposed are reasonable and appropriate.

BE IT RESOLVED by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The recitals above are hereby incorporated as if fully set forth herein.

Section 2. The Mayor and Council hereby approve and adopt the document titled "User Fees Community Services Department," dated May 5, 2026, and attached hereto as Exhibit A, incorporated herein by this express reference, and the fees set forth therein to become effective and be implemented May 21, 2026.

Section 3. That all resolutions or parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

Section 4. If any section, subsection, sentence, clause, phrase or portion of this Resolution is for any reason held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

Section 5. The Mayor, City Manager, City Attorney, and City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 44-26

User Fees: Community Services Department

User Fee Description	User Fee ($)	Cost Recovery
Business Services Fee (Print, fax, copy, refund, etc.)	$1-25	Direct Cost (100%)
Materials Replacement Fee (Library cards, books, etc.)	$1-500	Direct Cost (100%)
Beer Permit	$25-45	Direct Cost (100%)
Inflatable Permit	$25-45	Direct Cost (100%)
Facility Rental Fees (Small, Medium, Large Room, Ramadas, Fields, Camping Spaces, Pool, etc.)	$10-$400/hr.	Direct Cost (100%)
Facility Entry Fees and Parking (Joe Foss, Aquatic Center, Air Fair)	$2-40	Direct Cost (100%)
Private Lessons	$20-50 per class	70-100% of Direct Cost
Certification Courses (Lifeguard, CPR, etc.)	$40-300	70-100% of Direct Cost
Youth Sports Leagues	$70-200	30-70% of Direct Cost
Adult Sports Leagues	$50-$700/team	70-100% of Direct Cost
Tournaments, Camps, Clinics & Advanced Skill Programs	$50-300	70-100% of Direct Cost
Summer Recreation Program	$90-250	30-70% of Direct Cost
Licensed Youth Care Programs	$25-$60/day	70-100% Direct Cost
Field Trips	$1-250	Direct Cost (100%)
Teen Activities, Dances and Programs	$5-50	Direct Cost (100%)
Special Interest Classes	$10-250	30-70% of Direct Cost

User Fees: Community Services Department

User Fee Description	User Fee ($)	Cost Recovery
Concessionaire and Sales	$1-250	Direct Cost (100%)
Transit Fees	$7-20	10-30% of Direct Cost
Event Booth Space Fees	$25-$2,000 and/or 10-25% of sales	0-10% of Direct Cost
Louis B. Hazelton Memorial Cemetery Fees		
Full Size Plot	Plot: $840 Opening & Closing: $600 Maintenance Fee: $280 Expansion: $280 TOTAL: $2,000	
Half Plot Infant or Urn	Plot: $420 Opening & Closing: $300 Maintenance Fee: $140 Expansion Fee: $140 TOTAL: $1,000	
Columbarium Niche	Single Niche: $1,000 Companion Niche: $2,000	
Flat Marker Installation	Single Headstone: $350 Double Headstone: $350	
Grave Liner	Standard Dome Vault: $1,000	
Disinterment Fee	$250 - $1,000	
Saturday Service Fee	$200	
Adopt-A-Bench Program	Direct Cost + 10%	
Adopt-A-Tree Program	$250	

Community Services Fees & Cost Recovery

May 5, 2026

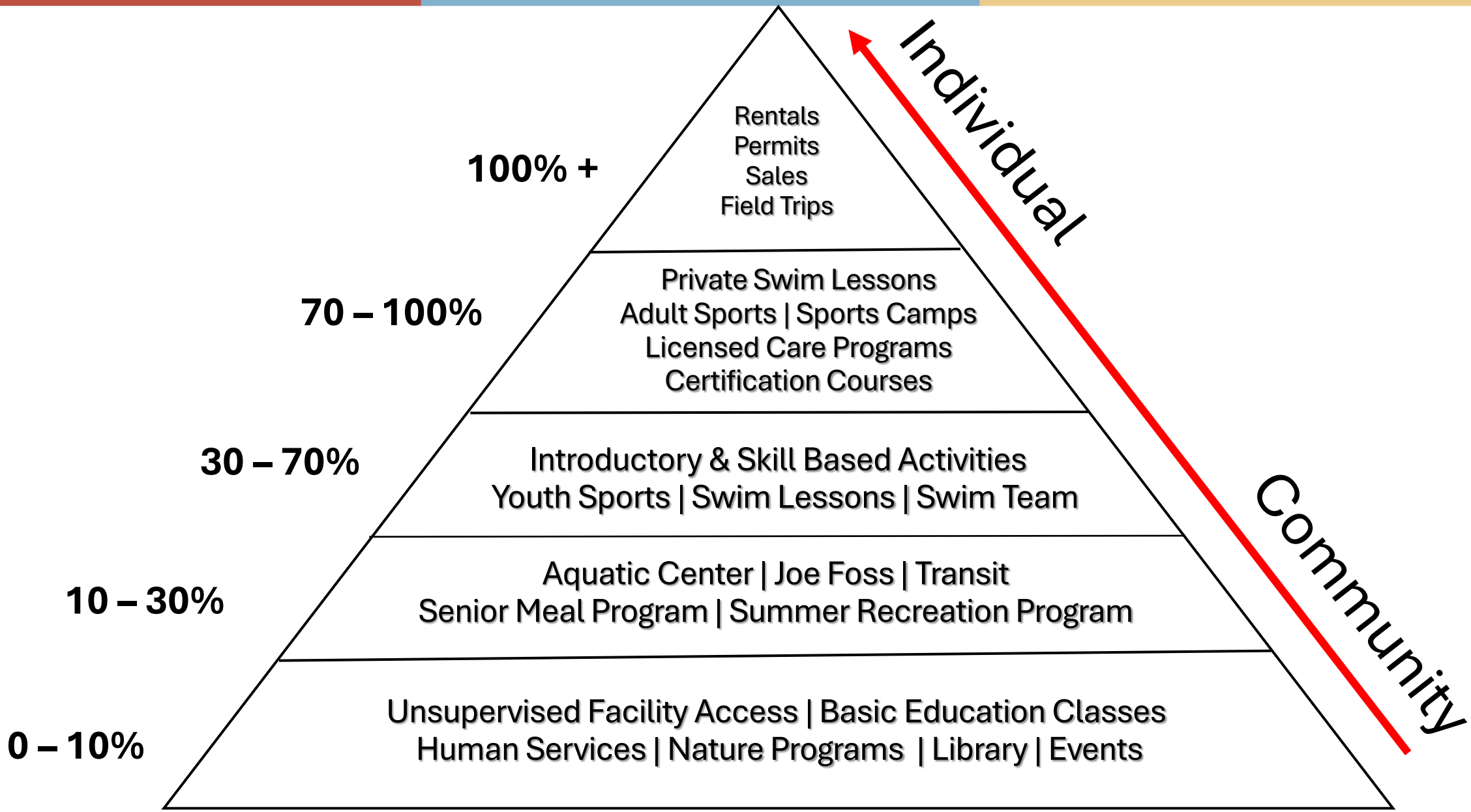
Miranda Gomez

Community Services Director

BUCKEYE
ARIZONA
buckeyeaz.gov

Agenda

- Cost Recovery Pyramid
- Recovery Recommendations
- Waiver of Fees
- Encouraging Community Activation in Downtown


Individual
Community
100% +
Rentals
Permits
Sales
Field Trips
70 – 100%
Private Swim Lessons
Adult Sports | Sports Camps
Licensed Care Programs
Certification Courses
30 – 70%
Introductory & Skill Based Activities
Youth Sports | Swim Lessons | Swim Team
10 – 30%
Aquatic Center | Joe Foss | Transit
Senior Meal Program | Summer Recreation Program
0 – 10%
Unsupervised Facility Access | Basic Education Classes
Human Services | Nature Programs | Library | Events

Cost Recovery by Program Category

Program Category	Example Programs	Cost Recovery Percentage	MGT Study (FY24)
Open Access	Parks, trails, playgrounds, etc.	0%	**NA**
Human Services	Memory Café, Senior Center Meal Programs	0-10%	**NA**
Events	Air Fair, 4th of July, Spring Celebration, Halloween Carnival, Buckeye Marathon, Movies and Concerts in the Park, etc.	0-10%	**13%**
Enrichment, Education & Culture Activities	Storytime, local history programs, summer reading program, Teen Training, technology classes, nature programs, etc.	10-30%	**35%**
Drop-In Access	Library, Aquatic Center, Joe Foss, Museum, Summer Rec, Transit, etc.	10-30%	**29%**
Introductory Level - Skill Based Activities	Youth sports, dance classes, martial arts, swim lessons, CPR, etc.	30-70%	**44%**
Advanced Level - Skill Based Activities	Intermediate and advanced classes, sports camps, Lifeguard Classes, Adult Sports	70-100%	**26%**
Specialized Business Services	After School Programs, full-day summer programs, preschool, private swim lessons, etc.	70-100%	**64%**
Rentals & Permits	Field, facility, ramada and campsite rentals	100%+	**44%**
Sales	Concessions, merchandise, targets, clays, etc.	100%+	**105%**

How can fees be waived?

- By Agreement (MOU's, IGA's, use agreements)
- By Community Services Director (service projects at parks)
- Council Discretionary Funds

Encouraging Community Activation in Downtown

- Launch a pilot program at 6th Street Plaza
- Goal is to encourage additional activity in the downtown corridor
- Rental fees associated with 6th Street Plaza to be waived
- Guaranteed use will still require reservation
- Special event permit will still apply when appropriate
- Evaluate pilot program outcomes to determine feasibility of expanding to other parks

Timeline

CSAB Review & Approval
Nov. 19, 2025

→

Council Workshop
Dec. 16, 2025

→

60-Day Notice/ Comment Period
Jan – Mar 2026

→

Council Final Consideration
May 2026

Recommended Action

Approve Resolution No. 44-26 establishing new or revised Community Services fees

User Fee Update

City Council Meeting: May 5, 2026

Brian Craig, Director

Development Services Department

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ARIZONA
buckeyeaz.gov

West Valley Comparisons

Avondale, Goodyear, Peoria, and Surprise

Activity	Buckeye Current Fee	Buckeye Proposed Fee	West Valley Average	Avondale	Goodyear	Peoria	Surprise
Site Plan	$3,785	$3,517	$4,842	$5,600	$5,825	$6,000	$3,000
Certificate of Occupancy	$100	$140	$365	$100	$500	$150	$75
Engineering Plan Review per Sheet	$430	$345	$322	$375	$145	$360	$300
Traffic Control Plans (Application Fee)	New	$50	$334	$150	$264	$173	$750

Significant Changes

Description	Current	Proposed	Difference
MIDS/SLIDS	$3,900	$1,395	64%
Planning Unit Plan Amendments	$5,280	$4,165	21%

Description	Current	Proposed	Difference
Concept Site Plan Review	$970	$2,940	203%
Variance Fee	$915	$2,190	140%
10-Acre Grading Permit	$2,365	$3,090	30%

No Fee Exceeds a 100% Recovery in the Proposed Fee Update

West Valley Comparisons

Avondale, Goodyear, Peoria, and Surprise

Grading Construction Permit by Acreage	Buckeye Current Fee	Buckeye Proposed Fee	West Valley Average	Avondale	Goodyear	Peoria	Surprise
2 Acres	$640	$735	$878	$780	$630	$1,050	$1,050
10 Acres	$2,365	$3,090	$2,521	$2,300	$2,182	$2,800	$2,800
50 Acres	$10,140	$13,415	$11,523	$9,900	$9,942	$13,125	$13,125

Peoria & Surprise base their G&D Permit on an overall 3.5% of contract price. For estimate purposes, used the following construction costs: 2 acres - $30,000, 10 acres - $80,000, 50 acres - $375,000

Timeline

Council Workshop
12/25

→

60-Day Notice/Comment Period
1/26-3/26

→

Comment Review
3/26

→

Council Final Consideration
5/26

Updates Post 60-Day Notice

- Corrected (lowered) Building Safety per hour to $130 (from $246)
  - Third review and beyond
  - Revised plans post approval
- Clarified per hour costs with proper labels to distinguish from flat fee charges
- Reduced after hours inspection to 3 hour minimum (from 4 hour)
- Clarified expiration period of TCOs per code (60 days)
- Changed Water Damage Repair permits from “calculated” to “stated” value-based fees
- Removed the Curbside HHW Collection Fee

Recommended Action

- Approve Resolution No. 38-26, approving the new or increased Development User Fees, Public Works User Fees, and Municipal Airport User Fees

Building Valuations

Building Valuation Data (BVD) is a table average of construction costs per square foot for various construction types and occupancy groups

Published by International Code Council (ICC) twice a year (February & August)

Used by jurisdictions to set permit and plan review fees

Represents about 90% of development revenue in Buckeye

Currently on 2017 BVD in Buckeye

Recommendation is to update to the February edition annually (as with most nearby jurisdictions)

Case Study - Business Licenses

Existing Fees

17 fees ranging from $0 to $1,000

Proposed New Fees

Proposed Fee Type	Application Fee	Annual Fee
All General Category Application Fees	$25	$50
Specialty Fee Type	**Application Fee**	**Annual Fee**
Marijuana Dispensary	$1,000	$100
Sexually Oriented Business	$1,000	$100

Liquor License Fees remain the same

Additional Study: Municipal Airport

Based on market rates not staff labor → Findings are 54% lower than peers

Proposed Service	Current Fee	Proposed Fee	Notes
Airport Hourly Rate	$50	$80	2-hour minimum
Overtime Hourly Rate	$100	$160	2-hour minimum
Banner Towing	$10	$50	Fee increase
Commercial Photography	$200	$50	Fee reduction
Helicopter Tie-Down (Monthly)	Varies	$36	Flat rate per helicopter
Helicopter Tie-Down (Daily)	Varies	$9	Flat rate per helicopter

Additional Study: Municipal Airport

Proposed New Fees

Service	Fee	Notes
Non-Airworthy Aircraft Hangar Fee	2x hangar fee	Based on applicable hangar rate
Gate Access Device	$25	Per device
Gate Access Device Replacement	$40	As needed
Temporary Permit Fee	$5	As needed

Additional Study: Public Works

Proposed New Fees

Service Description	Fee	Status
Residential Household Hazardous Waste (HHW) Drop-off (Non-Homeowner)	$40.00	New Service
Freon-Containing White Goods Disposal (Drop-off)	$25.00	New Service
Key Replacement	$40.00	Existing/Other

*Public Works Fees include a 4.0% annual escalator for 5 years. This will match the current solid waste rates enacted by Council and matches solid waste financial indices

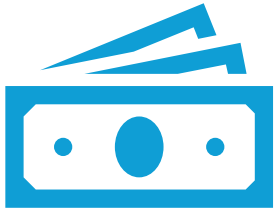
Agenda

- Existing Fee Schedule
- User Fee Update Process
- West Valley Comparisons
- Significant Changes
- Updates Since 60-day Notice

Guiding Philosophies

Council Strategic Plan: Develop a User Fee/Cost Recovery Philosophy

Incorporate continuous improvement process gains in fee amount



Move fees toward 100% cost recovery

Current Fee Schedule: Effective July 18, 2018

- Section 0: General Requirements
- Section 1: Planning
- Section 2: Civil Engineering Review
- Section 3: Civil, Utilities, ROW, Horizontal Construction
- Section 4: Building Safety, Vertical Construction
- Section 5: Fire Safety
- Section 6: Business License
- Section 7: Incentive District

Development User Fee Steps

Establish Fee Categories (Existing, Proposed, Removed)

Allocate Task Time to Fee Types

Municipal Comparisons

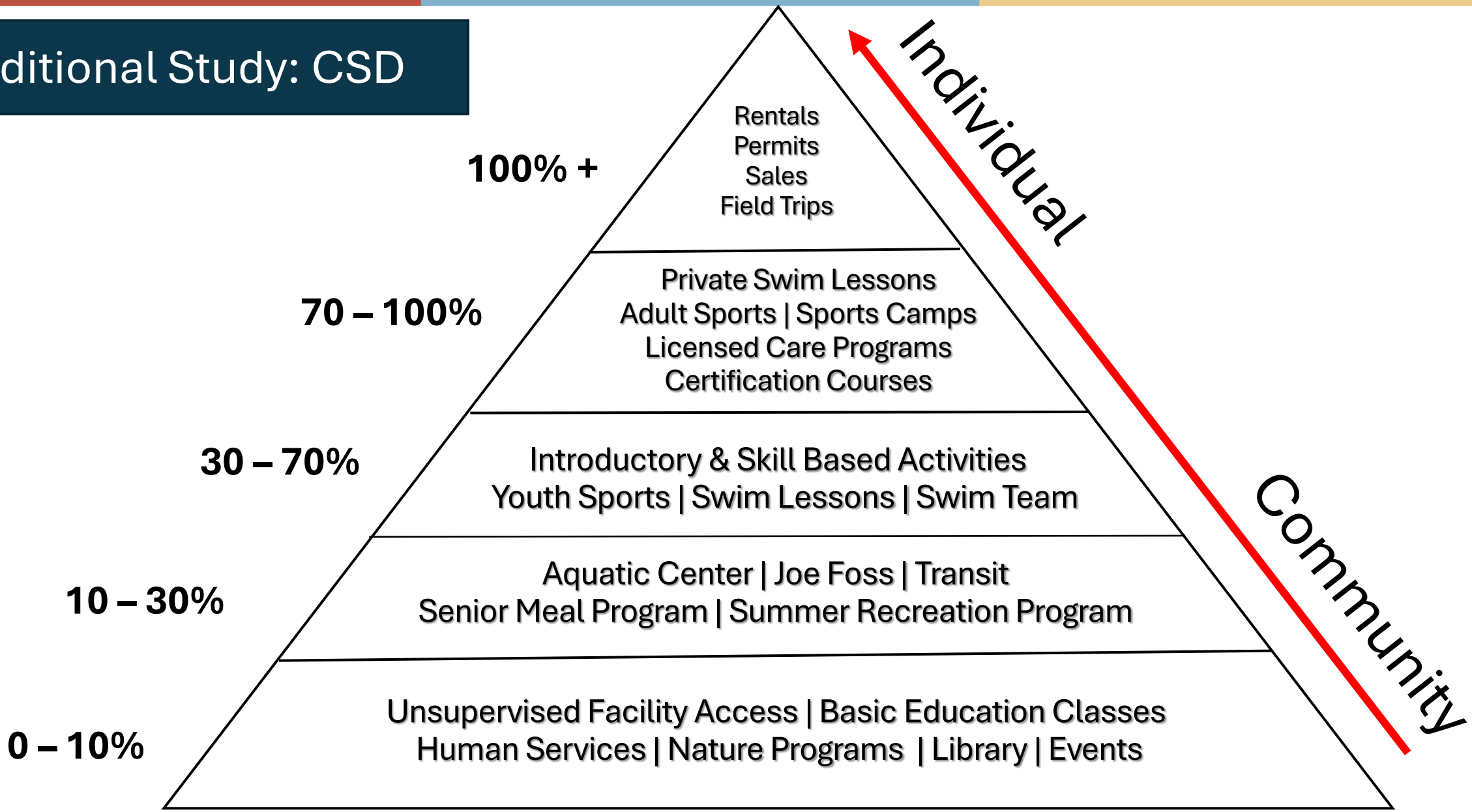
Allocating Task Time and Setting Fees

Major Site Plan

Fee = Total Hours × Staff Rate

Position	Hours
Deputy Director of Planning	2.00
Development Services Project Coordinator	6.25
Planner I/II	7.00
Project Engineer	3.00
Principal/Senior Planner	7.00
City Engineer (Engineering Support)	0.50
Fire Marshal / Fire Plan Reviewer	1.00
Police	1.00
Water	1.00
Public Works	1.00
IT / GIS Analyst	1.00
Planning Manager	2.00
Assistant City Attorney	3.00

Additional Study: CSD



Additional Study: CSD

Cost Recovery by Program Category

Program Category	Example Programs	Cost Recovery Percentage	MGT Study (FY24)
Open Access	Parks, trails, playgrounds, etc.	0%	**NA**
Human Services	Memory Café, Senior Center Meal Programs	0-10%	**NA**
Events	Air Fair, 4th of July, Spring Celebration, Halloween Carnival, Buckeye Marathon, Movies and Concerts in the Park, etc.	0-10%	**13%**
Enrichment, Education & Culture Activities	Storytime, local history programs, summer reading program, Teen Training, technology classes, nature programs, etc.	10-30%	**35%**
Drop-In Access	Library, Aquatic Center, Joe Foss, Museum, Summer Rec, Transit, etc.	10-30%	**29%**
Introductory Level - Skill Based Activities	Youth sports, dance classes, martial arts, swim lessons, CPR, etc.	30-70%	**44%**
Advanced Level - Skill Based Activities	Intermediate and advanced classes, sports camps, Lifeguard Classes, Adult Sports	70-100%	**26%**
Sepcialized Business Services	After School Programs, full-day summer programs, preschool, private swim lessons, etc.	70-100%	**64%**
Rentals & Permits	Field, facility, ramada and campsite rentals	100%+	**44%**
Sales	Concessions, merchandise, targets, clays, etc.	100%+	**105%**

BUCKEYE ARIZONA

CITY OF BUCKEYE
Regular Council Meeting
COUNCIL ACTION REPORT

MEETING DATE: 05/05/26	**AGENDA ITEM:** 5.D. WR - PH - Water and Wastewater Rates, Rate Components, Fees or Service Charges
DATE PREPARED: 05/05/26	**DISTRICT NO.:**
STAFF LIAISON: Terry Lowe, Water Resources Director, tlowe@buckeyeaz.gov, (623) 349-6102	
DEPARTMENT: Water Resources	**AGENDA ITEM TYPE:** Public Meeting / Non Consent - New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
Council to hold a public hearing and take action on Resolution No. 32-26 approving and adopting the rate schedule for water and wastewater rates, rate components, fees, or service charges set forth in the document entitled "Schedule of Fees;" setting an effective date; and repealing conflicting resolutions or parts of resolutions.

GOALS AND OBJECTIVES FOR THE STRATEGIC PLAN FOCUS AREAS:
Infrastructure

SUMMARY

PROJECT DESCRIPTION:
In June 2025, Council established the 2025 Citizen Water and Wastewater Rates Committee (WRC) to evaluate the Water Resources Department (WRD) budget, operations, and rate study previously conducted by the Finance Department and a third-party consultant. On October 9, 2025, the WRC voted unanimously to recommend Council adopt the Gradualism Rate Scenario for a five-year rate plan. From October 2025 to January 2025, WRD received comments from the public through public outreach meetings, social media, a dedicated email inbox, and telephone. As a result of public feedback, WRD, in collaboration with the Finance Department, has further refined the Gradualism Rate Scenario with a recommended four-year rate plan. A Council work session was held on January 20, 2026. The final recommendations aim to right-size the rate structures, establish a reliable rate cycle, and implement rates that support healthy water and wastewater enterprise funds without creating too great a burden for customers. The 2025 Water and Wastewater Rate Study Report details these final recommendations. In 2020 City Council adopted the $3.05 Repair and Replacement Fee for the purposes of supporting the Water Resource Department's (WRD) Asset Management activities. Prior to that action, the last water and wastewater increases were adopted by Council in March 2015 under Resolution No. 14-15, with the final increases taking effect on January 1, 2016. A notice of intention was adopted by motion at the February 3, 2026 regular council meeting. Since that time, the Water Resources staff has continued public outreach efforts. Now that the ninety-day comment period has passed, staff is requesting this public hearing on the proposed rate package.

BENEFITS:
Ensuring continued and reliable water and wastewater services by stabilizing both enterprise funds.

FUTURE ACTION:
If the Resolution is approved, the Rate Schedule would be reflected on the utility bills beginning June 10, 2026. As proposed, future rate adjustments will occur on January 1, 2027, January 1, 2028, and January 1, 2029.

FINANCIAL IMPACT STATEMENT:

The recommendations will increase overall Water utility revenues by 4.5% and Wastewater utility revenues by 7.0% each year throughout the four-year rate plan.

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

ATTACHMENTS:

Public Comments from April 7, 2026 Regular Council Meeting Re Water and Wastewater Rates.docx
2025_Rate_Study_Report_Revised_Final.pdf
Proposed Schedule of Fees.pdf
Resolution No. 32-26 Water Rates with Exhibits May 5th meeting.pdf
Council Presentation 5.05.26 Rate Adoption_Final.pdf

Tom Berry – Comments on Water and Wastewater Rate Schedule <u>Summary</u>

- Tom Berry, a resident of Sun City Festival, stated that most Festival Ranch residents accept the need for a rate increase but disagree with how HOA rates are determined and assessed.
- He explained that most HOA water use is for common area landscaping, and placing HOAs in a commercial rate category (based on meter size or consumption) is unfair, as commercial entities can absorb higher costs through pricing models, while HOAs pass costs directly to residents.
- Tom suggested creating a separate rate category for HOAs, reflecting their primarily residential use, which would be more widely accepted by the community.

Tom Berry – Comments on Water and Wastewater Rate Schedule <u>Verbatim</u>

Good evening, Mr. Mayor, councilmembers, staff. My name is Tom Berry. I am a resident of Sun City Festival, which is a 55 plus community within the Festival Ranch community in Extreme District 4. I believe that the majority of the residents in Festival Ranch understand the need for a rate increase. We are also acceptable of the inevitability of that rate increase. There is not that consensus, however, on how the HOA rates are going to be determined and assessed. For example, the vast majority of the HOA water consumption is to service the common areas of the community, the landscape needs of the common areas of the community. In an ideal world, it would be nice to have residential rates to service that extension of the residential portion of the community. But realistically, the bottom line is not going to support something like that. However, to put the HOA into commercial category, via the size of the meter or because of the inevitable consumption, is also not right. There should be another category dedicated to HOA. The HOA, particularly in a large community like Festival Ranch, has a vast number of meter sizes that basically do the same thing in order to serve its different sizes of common area. So to put it into a commercial type rate, where a commercial company, via their pricing models and their cost of goods sold, can absorb a price higher for water, in a residential community, HOA community, residents themselves absorb that as a direct pass through the HOA to the residents via an increased assessment for HOA fees. I think that it would be much wider accepted if there was a category for HOA with the rates to determine because of HOA use, which is basically residential versus commercial. Happy to answer any questions you may have.

Steve Sterling – Comments on Water and Wastewater Rate Schedule <u>Summary</u>

- Steve Sterling, a Buckeye resident, acknowledged the postponement of the water rate issue and noted ongoing state-level negotiations for water rights, which impact farmers and lead to rising rates in other cities.

- He recalled Buckeye officials previously assuring residents of a healthy water situation, but now, with proposed rate increases, he questioned whether past information was accurate.
- Steve urged the council to consider delaying any rate increase for at least 12 months to help families struggling with rising costs, emphasizing the importance of maintaining residents' confidence in the city's water management.

Steve Sterling – Comments on Water and Wastewater Rate Schedule <u>Verbatim</u>

Good evening. I'm Steve Sterling. I'm a resident of Buckeye, acknowledging that this issue is pushed back a little bit just to give maybe a little food for thought on the water issue, because it seems like we're back here as a state and a city again when it comes down to water. We know that the state officials are trying to negotiate more water rights, which directly impact our farmers and therefore everything kind of rolls downhill with other municipalities raising their rates, Gilbert, so in Goodyear, so forth, as high as 25%. I do recall, I believe it was 2023, we were in the news about water again about how healthy our water situation was. And Buckeye officials were saying that we have secure water, we have what we're doing, we're very healthy when it comes down to water. Even one official saying that the media was sensationalizing the water issue and that Buckeye is doing quite well. And so as a resident, I felt good about where we were, because I don't know anything about the desert, you know, so if a guy's telling us water is good, water is good. You see the farms, water is flowing is good. We see all the housing going up, water must be good. And so now, two years later, we're back with the water situation where we're thinking about raising rates. And whether it's misinformation, miscalculation, or whatever it is, I guess it doesn't matter at this point. But it's inevitable that the water is going to go up with the state's situation when it comes down to water. I only hope to encourage the council to at least delay 12 months maybe, any type of increase in water. Because while a family such as myself, my household, we can tolerate an increase, I know families who are already bending at the cost of everything else. Everything that has their name on has an arrow. going up. And so even a small delay of 12 months of the inevitable can go a long way with families who are negatively impacted by unfortunate natures of the desert. So I'd like you to just please consider that not only tonight, but into the next meeting, into the future, to see if we can better help out Buckeye residents and give us that confidence that at least an individual like myself had three years ago. Thank you.

2025
Water and Wastewater Rate Study Report

BUCKEYE
ARIZONA
WATER RESOURCES

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Recommended Water Base and Usage Rates

Meter Size	Residential and Landscape Proposed Base Rates			
	2026	2027	2028	2029
3/4”	$30.02	$31.30	$32.63	$34.01
1”	$33.36	$34.77	$36.25	$37.79
1.5”	$66.51	$69.34	$72.29	$75.36
2”	$106.46	$110.98	$115.70	$120.62
3”	$213.12	$222.18	$231.62	$241.46
4”	$332.96	$347.11	$361.87	$377.25
6”	$665.73	$694.02	$723.52	$754.26
8”	$1,065.20	$1,110.47	$1,157.67	$1,206.87
10”	$1,531.39	$1,596.47	$1,664.32	$1,735.06
Residential Usage Rate	**2026**	**2027**	**2028**	**2029**
0 – 6k	$4.77	$4.97	$5.18	$5.40
6,001– 10k	$5.96	$6.22	$6.48	$6.76
10,001 – 20k	$7.45	$7.77	$8.10	$8.44
20,001 -30k	$9.69	$10.10	$10.53	$10.98
30,001+	$12.60	$13.13	$13.69	$14.27
Potable Landscape Usage Rate	**2026**	**2027**	**2028**	**2029**
0 – 50k	$7.02	$7.32	$7.63	$7.96
50,001+	$8.78	$9.15	$9.54	$9.94
Non-Potable Landscape Usage Rate	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$4.77	$4.97	$5.18	$5.40
Meter Size	**Commercial, Hydrants & Multi-Family Proposed Base Rates**			
	2026	2027	2028	2029
3/4”	$70.20	$73.18	$76.29	$79.53
1”	$78.00	$81.31	$84.77	$88.37
1.5”	$155.53	$162.14	$169.03	$176.22
2”	$248.94	$259.52	$270.55	$282.05
3”	$498.35	$519.53	$541.61	$564.63
4”	$778.59	$811.68	$846.17	$882.13
6”	$1,556.71	$1,622.87	$1,691.84	$1,763.74
8”	$2,490.82	$2,596.68	$2,707.04	$2,822.09
10”	$3,580.94	$3,733.13	$3,891.78	$4,057.18
Comm./Multi-Fam. Usage Rates	**2026**	**2027**	**2028**	**2029**
0-10K	$9.45	$9.86	$10.27	$10.71
10,001 – 30k	$9.93	$11.09	$11.56	$12.05
30,001 - 50k	$9.93	$12.47	$13.00	$13.55
50,001+	$9.93	$12.47	$14.63	$15.25
Hydrant Meter Usage Rates	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$9.93	$12.47	$14.63	$15.25

Recommended Sewer Base and Usage Rates

Residential Sewer Base Rate	2026	2027	2028	2029
All Meters	$39.44	$42.20	$45.15	$48.31
Res. Sewer Usage Rate	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$0.00	$0.00	$0.00	$0.00
Commercial Sewer Base Rate	**2026**	**2027**	**2028**	**2029**
(per Meter Size)				
¾"	$43.50	$46.55	$49.80	$53.29
1"	$72.65	$77.73	$83.17	$88.99
1.5"	$144.86	$154.99	$165.84	$177.45
2"	$231.86	$248.08	$265.45	$284.03
3"	$464.15	$496.64	$531.40	$568.60
4"	$725.15	$775.91	$830.22	$888.33
6"	$1,449.86	$1,551.34	$1,659.94	$1,776.13
Comm. Sewer Usage Rate	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$4.00	$5.00	$5.72	$6.13

Definitions

Customer Class – Residential, Commercial/Multi-Family, Potable Landscape, and Non-Potable Landscape.

Enterprise Fund – A stand-alone financial fund where user fees cover all costs of service.

2025 Water and Wastewater Rate Committee (WRC) – Seven voting Buckeye residents (one per district plus one at-large) and two non-voting alternates.

Inflation – A sustained rise in general price levels that reduces purchasing power.

Asset Management (AM) – Strategic rehabilitation and replacement of utility assets.

Rate Cycle – A multi-year period in which utility rates are set based on projected expenditures.

Rate Structure – The combination of base rates, usage tiers, and miscellaneous fees used to recover costs.

Base Rate – A fixed monthly service charge.

Usage Rate – A variable charge based on metered water consumption.

Cost-of-Service (COS) – The allocation of utility costs to customer classes based on their share of system usage.

Revenue Requirement – Total funding needed to operate, maintain, and reinvest in the utility.

Introduction

The City of Buckeye provides water and wastewater services to approximately 33,000 water connections and 35,000 wastewater connections across its 640-square-mile service area. As enterprise-funded utilities, these services must be financially self-sustaining through user rates and fees.

The last water rate adjustments were implemented in 2020 and wastewater rates in 2016. In that time, despite rising costs and significant citywide growth, the Water Resources Department (WRD) has maintained quality service delivery through effective management strategies and strict operational efficiency. However, the utilities face serious financial pressures due to:

- Nearly 25% cumulative inflation since 2020.
- Significant Asset Management (AM) demands from aging and expanding infrastructure.
- Increasing operational costs driven by system growth and rising utility expenses.
- The ongoing need to maintain safe, reliable, and compliant water and wastewater services.

In 2025, the WRD—working collaboratively with the Finance Department (FIN) and the 2025 Citizen Water and Wastewater Rate Committee (WRC)—completed a comprehensive rate study to restore enterprise fund stability and ensure long-term resilience.

After receiving extensive feedback from the public, city management, and the Buckeye City Council, the established recommendations were further modified.

This report summarizes the results of the rate study and the WRC's recommendations to the Buckeye City Council, and the subsequent modifications to the recommendations.

This study does not include meter fees or irrigation rate adjustments.

Goals & Objectives

The predominant goal of the rate study was to stabilize and strengthen the financial position of the water and wastewater utilities without causing undue hardship to any customer class.

To achieve this goal, the study pursued the following objectives:

1. Conduct a Cost-of-Service (COS) Analysis

- Determine each customer class's fair share of system costs.
- Ensure no customer class subsidizes another.

2. Establish Revenue Requirements for Each Utility

Develop a multi-year rate schedule that generates sufficient revenue to:

- Fund essential Asset Management, portfolio needs, and annual operations.
- Maintain 17% emergency reserve levels, as required by city policy.
- Meet required debt service coverage ratios.
- Provide reliable funding for capital projects necessary to support citywide growth.

3. Promote Ratepayer Affordability Through Best Practices

- Strategically leverage debt to reduce near-term rate impacts.
- Phase in adjustments gradually to promote long-term rate stability.

Approach

The study evaluated current and projected enterprise fund revenues against overall financial requirements over a five-year period (FY26–FY30). After conducting COS allocations and establishing revenue requirements, WRD and FIN evaluated multiple rate scenarios with the WRC.

On October 9, 2025, the WRC unanimously recommended the Gradualism Scenario, a phased rate adjustment approach that:

- Provides consistent and predictable year-over-year revenue increases from 2026 to 2030.
- Builds AM and portfolio budgets to sustainable levels.
- Maintains affordability by avoiding steep, one-time rate increases.

Under the current (pre-adjustment) structure, rate revenue only increases through customer growth. However, these new accounts generate additional operating costs that offset any benefit from added revenue. Without rate adjustments, no economies of scale are realized.

After public outreach efforts and further staff analysis, it was determined that a four-year rate cycle was more appropriate due to planned future debt issuance. Under the recommended scenario, rate revenues increase by 35% over the four-year cycle, enabling the city to:

- Begin proactive AM implementation.
- Invest in critical capital projects.
- Stabilize fund balances.

Model Development and Review

The city contracted Willdan to develop a comprehensive financial model incorporating revenues, expenditures, customer growth, AM needs, capital improvement planning, and debt service. WRD and FIN staff then designed rate strategies using this model, and the WRC reviewed and evaluated multiple alternatives.

After extensive feedback from the public, city management, and Buckeye City Council, the rates were further refined. Commercial, Hydrant, and Multi-family water base rates were separated from Residential, Potable Landscape, and Non-Potable Landscape. Additionally, the recommended rate cycle was reduced from five years to four years.

Source Data

Beginning Fund Balances

Finance Department data established the starting fund balances for both utilities.

Revenues

Utility revenue includes rate revenue, interest earnings, and miscellaneous service fees.

While based on the budget, FY26 reflects an anticipated rate adjustment; FY27–FY30 include projected customer growth, rate adjustments, and usage trends.

Expenditures

Revenue requirements include O&M expenses, personnel, asset Management, portfolio costs, interfund transfers, debt service, and capital investment needs.

Cost escalation assumptions follow city policy and historical averages.

Capital Improvement Plan (CIP)

The continuous investment into the utility's infrastructure needs, specifically expansion and treatment, is a critical element of the utility's financial plans.

Personnel Needs

Projected staffing increases reflect incoming infrastructure and service area growth:

Utility	FY27	FY28	FY29	FY30
New Water FTE	3.5	5.5	4	2
New Wastewater FTE	1	2.5	2	3

Personnel costs assume 12% annual growth (merit, COLA, insurance, liability).

Asset Management Needs

Year-Over-Year (YOY) asset management needs were developed based on manufacturer and industry standard rehabilitation and replacement schedules and analysis of known issues.

Water Utility

Required Revenue Determination

The analysis determined that current water rates are insufficient to meet future financial obligations. Gradual annual increases are required to close the gap between projected revenues and projected costs.

Water and wastewater rate revenues in each year are calculated based on the assumption the recommended rate increases are approved, projected growth is realized and expected billing volumes maintain historical growth trends.

Water Cost Drivers

1. Asset Management (AM)

The most significant cost driver, AM, requires consistent funding to ensure the proper rehabilitation and replacement of assets critical to the delivery of service. To this point, proactive AM practices have not been in place and rehabilitation, and replacement activities have only been performed reactively. This method of management is considerably more expensive and is unsustainable.

By FY26, WRD will manage $791 million in critical water assets. Industry-standard AM budgets target 2% of asset value (~$15.28 million annually). However, the rate increases needed to immediately create a 2% AM budget would cause a detrimental impact to the City of Buckeye customer's combined utility bill. Moreover, the city does not yet possess the resources (personnel, supporting department resources, etc.) to execute a 2% AM budget.

The proposed rates support a phased build-up beginning with $3.4 million in FY27 and increasing to $7.1 million in 2029.

2. Operations

Operational costs are rising due to:

- Inflation
- An anticipated 14–16% electric rate increase
- Additional infrastructure requiring chemicals, electricity, vehicles, and maintenance.

3. Portfolio

Portfolio costs represent long-term water supply and management investments. The proposed rates build up a stable portfolio budget beginning with $5.5 million in FY27 and increasing 10% annually.

4. Capital Improvement Requirements

Major capital projections for the Water utility through FY30 include significant investments in treatment, expansion, pressure management, and groundwater treatment projects. It is anticipated that $45.1 million of major capital will be funded by rates, and an additional $50.5 million will come from impact fees.

Projected Reserve Balance and Debt Coverage Ratio

Based on the City's financial policies, the water fund currently maintains an operating reserve equal to 17% of the utility's rate revenue. Additionally, a debt service coverage ratio of at least 1.2 times our debt service obligations is required by financial policies.

As recommended, the rate plan can meet these two metrics while maintaining an operating surplus. The following schedule outlines the anticipated performance against these metrics and estimated cashflow for the five-year period.

City of Buckeye - Water
Pro Forma with Debt Service Coverage and Fund Balance Reconciliation

	2026	2027	2028	2029	2030
Operations					
Water Rate Revenue Increases	***4.25%***	***4.25%***	***4.25%***	***4.25%***	***4.25%***
% of Year Rate Increase Effective	***8.00%***	***50.00%***	***50.00%***	***50.00%***	***50.00%***
Beginning Unrestricted Fund Balance	**$ 48,886,025**	**$ 30,538,018**	**$ 19,834,768**	**$ 30,182,929**	**$ 18,982,100**
Rate Revenue 1	$ 38,725,443	$ 42,673,964	$ 46,991,444	$ 51,695,228	$ 56,586,889
Total Rate Revenue	$ 38,725,443	$ 42,673,964	$ 46,991,444	$ 51,695,228	$ 56,586,889
Other Operating Revenue	6,086,153	4,663,043	4,743,778	4,828,549	4,917,559
Interest Income - Operating Fund	1,946,997	678,300	657,800	633,400	368,500
Total Operating Revenue	$ 46,758,593	$ 48,015,307	$ 52,393,021	$ 57,157,177	$ 61,872,948
Operating Expenses	(34,734,100)	(35,518,700)	(39,335,700)	(43,452,500)	(48,079,900)
Net Revenue	$ 12,024,493	$ 12,496,607	$ 13,057,321	$ 13,704,677	$ 13,793,048
Plus:					
Other Sources of Funds					
Repair and Replacement Funding	500,000	-	-	-	-
Debt Proceeds	-	-	25,000,000	-	-
Less:					
Other Uses of Funds					
Minor Capital	$ (1,447,300)	$ (1,592,100)	$ (1,751,300)	$ (1,926,400)	$ (2,119,000)
Major Capital	(20,000,000)	(6,662,500)	(10,243,594)	(5,384,453)	(2,759,532)
Non Operating Expenses	-	(5,517,600)	(6,069,360)	(6,676,296)	(7,343,926)
Existing Revenue Bond Debt Service	(9,425,200)	(9,427,656)	(9,426,156)	(9,425,856)	(9,426,656)
New Revenue Bond Debt Service	-	-	(218,750)	(1,492,500)	(1,471,500)
Net Cash Flow	**$ (18,348,007)**	**$ (10,703,249)**	**$ 10,348,161**	**$ (11,200,829)**	**$ (9,327,567)**
Ending Unrestricted Fund Balance	$ 30,538,018	$ 19,834,768	$ 30,182,929	$ 18,982,100	$ 9,654,533
Financial Policy Required Reserve	6,583,325	7,254,574	7,988,545	8,788,189	9,619,771
Variance Above/(Below) Fund Balance Target	23,954,692	12,580,194	22,194,384	10,193,911	34,762
Operating Surplus/(Deficit)	1,151,993	1,476,851	1,661,115	859,920	775,891
Debt Service Coverage Calculations:					
Revenue Bond Debt Service Coverage					
Rate Covenant Debt Service Coverage Test (Operations):					
Net Revenue Available for Debt Service Coverage Test	$ 12,024,493	$ 12,496,607	$ 13,057,321	$ 13,704,677	$ 13,793,048
Revenue Bond Debt Service:					
Existing Revenue Bond Debt Service	9,425,200	9,427,656	9,426,156	9,425,856	9,426,656
New Revenue Bond Debt Service	-	-	218,750	1,492,500	1,471,500
Total Revenue Bond Debt Service	$ 9,425,200	$ 9,427,656	$ 9,644,906	$ 10,918,356	$ 10,898,156
Debt Service Coverage - Operations	**1.28**	**1.33**	**1.35**	**1.26**	**1.27**
Debt Service Coverage Requirement	*1.20*	*1.20*	*1.20*	*1.20*	*1.20*

Rate Design

Recommendation: Gradualism Scenario (GM)

Under the recommended scenario, rate adjustments occur annually through the 2026–2029 rate cycle, improving fund stability and abating ratepayer impacts.

Base Rate Adjustments

The proposed restructuring realigns base rates with meter flow capacity, correcting inconsistencies in the current structure. As such, base rate changes for Residential, Potable Landscape and Non-Potable Landscape have been adjusted as depicted below.

Current Residential*	Current Potable Landscape*	Current Non-Potable Landscape	Meter Size	Residential and Landscape Proposed Base Rates			
				2026	2027	2028	2029
;.99	$29.65	$22.17	**3/4”**	$30.02	$31.30	$32.63	$34.01
;.99	$86.61	$60.06	**1”**	$33.36	$34.77	$36.25	$37.79
;.99	$86.61	$60.06	**1.5”**	$66.51	$69.34	$72.29	$75.36
;.99	$225.92	$160.19	**2”**	$106.46	$110.98	$115.70	$120.62
;.99	$225.92	$160.19	**3”**	$213.12	$222.18	$231.62	$241.46
;.99	$420.94	$300.36	**4”**	$332.96	$347.11	$361.87	$377.25
;.99	$699.53	$500.59	**6”**	$665.73	$694.02	$723.52	$754.26
;.99	$1,396.00	$1,001.18	**8”**	$1,065.20	$1,110.47	$1,157.67	$1,206.87
;.99	$1,396.00	$1,001.18	**10”**	$1,531.39	$1,596.47	$1,664.32	$1,735.06

Commercial base rates have also been reconfigured to reflect the increased flow per meter size below.

Current Commercial/Multi-Family*	Meter Size	Proposed Rates - Commercial			
		2026	2027	2028	2029
$37.40	3/4”	$70.20	$73.18	$76.29	$79.53
$111.04	1”	$78.00	$81.31	$84.77	$88.37
$111.04	1.5”	$155.53	$162.14	$169.03	$176.22
$290.85	2”	$248.94	$259.52	$270.55	$282.05
$290.85	3”	$498.35	$519.53	$541.61	$564.63
$542.68	4”	$778.59	$811.68	$846.17	$882.13
$902.43	6”	$1,556.71	$1,622.87	$1,691.84	$1,763.74
$1,801.80	8”	$2,490.82	$2,596.68	$2,707.04	$2,822.09
$1,801.80	10”	$3,580.94	$3,733.13	$3,891.78	$4,057.18

Usage Rate Adjustments

Several adjustments were also made to the usage rate structures; however, they remain customer-class-specific and reflect typical consumption patterns:

- Residential usage tends to be stable and low. The monthly demand this customer class will place on the system is more easily projected allowing for accurate planning of supply management and operations.
- Commercial and landscape usage tends to fluctuate dramatically making their usage more difficult to project and plan for.

Residential tier changes include:

- Expanding Tier 3 to 20,000 gallons, giving the few residential customers in this tier more room to stay in Tier 3 rather than being pushed up to the higher rate of Tier 4.
- Shifting Tier 4 to 20,001–30,000 gallons.

Residential Usage Rate	2026	2027	2028	2029
0 – 6k	$4.77	$4.97	$5.18	$5.40
6,001– 10k	$5.96	$6.22	$6.48	$6.76
10,001 – 20k	$7.45	$7.77	$8.10	$8.44
20,001 -30k	$9.69	$10.10	$10.53	$10.98
30,001+	$12.60	$13.13	$13.69	$14.27

Commercial, potable landscape, and non-potable landscape usage rates are also given new or updated tier structures.

Potable Landscape Usage	2026	2027	2028	2029
0 – 50k	$7.02	$7.32	$7.63	$7.96
50,001+	$8.78	$9.15	$9.54	$9.94
Comm./Multi-Fam. Usage Rates	**2026**	**2027**	**2028**	**2029**
0-10K	$9.45	$9.86	$10.27	$10.71
10,001 – 30k	$9.93	$11.09	$11.56	$12.05
30,001 - 50k	$9.93	$12.47	$13.00	$13.55
50,001+	$9.93	$12.47	$14.63	$15.25
Non-Potable Landscape	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$4.77	$4.97	$5.18	$5.40

Wastewater Utility

Required Revenue Determination

The analysis determined that current wastewater rates are insufficient to meet future financial obligations. Gradual annual increases are required to close the gap between projected revenues and projected costs.

Wastewater rate revenues in each year are calculated based on the assumption the recommended rate increases are approved, projected growth is realized and expected billing volumes maintain historical growth trends.

Wastewater Cost Drivers

1. Asset Management (AM)

The most significant cost driver, AM, requires consistent funding to ensure the proper rehabilitation and replacement of assets critical to the delivery of service. To this point, proactive AM practices have not been in place and rehabilitation and replacement activities have only been performed reactively. This method of management is considerably more expensive and is unsustainable.

By FY26, WRD will manage $451 million in critical wastewater assets. Industry-standard AM budgets target 2% of asset value (~$9 million annually). However, the rate increases needed to immediately create a 2% AM budget would cause a detrimental impact to the City of Buckeye customer's combined utility bill. Moreover, the city does not yet possess the resources (personnel, supporting department resources, etc.) to execute a 2% AM budget.

The proposed rates support a phased build-up beginning with $1.8 million in FY27 and increasing to $5.2 million in 2029.

2. Operations

Operational costs are rising due to:

- Inflation

- An anticipated 14–16% APS electric rate increase
- Additional infrastructure requiring chemicals, electricity, vehicles, and maintenance.

3. Capital Improvement Requirements

Major capital projections for the Wastewater utility through FY30 include significant investments in treatment and expansion projects. It is anticipated that $91.4 million of major capital will be funded by rates, with an additional $45.5 million will come from impact fees.

Projected Reserve Balance and Debt Coverage Ratio

Based on the City's financial policies, the wastewater fund currently maintains an operating reserve equal to 17% of the utility's rate revenue. Additionally, a debt service coverage ratio of at least 1.2 times our debt service obligations is required by the financial policies.

As recommended, the rate plan can meet these two metrics along while maintaining an operating surplus. The following schedule outlines the anticipated performance against these metrics and estimated cashflow for the five-year period.

City of Buckeye - Wastewater
Pro Forma with Debt Service Coverage and Fund Balance Reconciliation

	2026	2027	2028	2029	2030
Operations					
Wastewater Rate Revenue Increases	***7.00%***	***7.00%***	***7.00%***	***7.00%***	***7.00%***
% of Year Rate Increase Effective	***8.00%***	***50.00%***	***50.00%***	***50.00%***	***50.00%***
Beginning Unrestricted Fund Balance	**$ 19,064,283**	**$ 28,945,936**	**$ 16,092,216**	**$ 25,897,426**	**$ 8,241,146**
-	$ 17,683,901	$ 20,204,725	$ 22,427,139	$ 24,596,965	$ 26,976,721
Total Rate Revenue	$ 17,683,901	$ 20,204,725	$ 22,427,139	$ 24,596,965	$ 26,976,721
Other Operating Revenue	2,251,552	2,285,262	2,320,658	2,357,824	2,396,847
Interest Income - Operating Fund	600,000	588,600	546,100	430,200	344,900
Total Operating Revenue	$ 20,535,453	$ 23,078,587	$ 25,293,897	$ 27,384,989	$ 29,718,468
Operating Expenses	(15,538,600)	(16,748,182)	(18,912,782)	(22,278,491)	(24,586,876)
Net Revenue	$ 4,996,853	$ 6,330,405	$ 6,381,115	$ 5,106,498	$ 5,131,592
Plus:					
Other Sources of Funds					
Debt Proceeds	30,000,000	-	25,000,000	-	25,000,000
Grant Proceeds	500,000	3,750,000	-	-	-
Less:					
Other Uses of Funds					
Minor Capital	$ (698,000)	$ (767,800)	$ (844,580)	$ (929,038)	$ (1,021,942)
Major Capital	(22,750,000)	(19,090,625)	(17,440,375)	(17,822,540)	(14,349,568)
Existing Revenue Bond Debt Service	(1,904,700)	(1,904,700)	(1,904,700)	(1,904,700)	(1,572,500)
New Revenue Bond Debt Service	(262,500)	(1,171,000)	(1,386,250)	(2,106,500)	(2,320,000)
Net Cash Flow	**$ 9,881,653**	**$ (12,853,720)**	**$ 9,805,210**	**$ (17,656,280)**	**$ 10,867,583**
Ending Unrestricted Fund Balance	$ 28,945,936	$ 16,092,216	$ 25,897,426	$ 8,241,146	$ 19,108,728
Target Unrestricted Fund Balance	3,422,576	3,846,431	4,215,650	4,564,165	4,953,078
Amount Above/(Below) Target	25,523,360	12,245,785	21,681,776	3,676,981	14,155,650
Operating Surplus/(Deficit)	2,131,653	2,486,905	2,245,585	166,260	217,150
Debt Service Coverage Calculations:					
Revenue Bond Debt Service Coverage					
Rate Covenant Debt Service Coverage Test (Operations):					
Net Revenue Available for Debt Service Coverage Test	$ 4,996,853	$ 6,330,405	$ 6,381,115	$ 5,106,498	$ 5,131,592
Revenue Bond Debt Service:					
Existing Revenue Bond Debt Service	1,904,700	1,904,700	1,904,700	1,904,700	1,572,500
New Revenue Bond Debt Service	262,500	1,171,000	1,386,250	2,106,500	2,320,000
Total Revenue Bond Debt Service	$ 2,167,200	$ 3,075,700	$ 3,290,950	$ 4,011,200	$ 3,892,500
Debt Service Coverage - Operations	**2.31**	**2.06**	**1.94**	**1.27**	**1.32**
Debt Service Coverage Requirement	*1.20*	*1.20*	*1.20*	*1.20*	*1.20*

Rate Design

Recommendation: Gradualism Scenario (GM)

Under the recommended scenario, rate adjustments occur annually through the 2026–2029 rate cycle, improving fund stability and abating ratepayer impacts.

Base & Usage Rate Adjustments

The base rate for wastewater (sewer) customers has also been adjusted.

Under the GM scenario, residential sewer customers will no longer be charged a usage rate. As a result, the winter-quarter average will also go away. Instead, staff developed an inclusive base rate for residential customers based on the following:

- The average Buckeye sewer customer uses 4,000 gallons of water per month.
- Of those 4,000 gallons, only 40% (1,600 gallons) comes back to our reclamation facilities for treatment.
- The cost of treating 1,000 gallons is $4.24.

- Inflation from 2016 to 2025 is 27% (3% per year); however, it was determined that increase would cause too much of a burden on ratepayers; therefore,
    - The base rate was raised to $35.20 (21.97% x $28.86), and
    - $4.24 was added to the base to cover the majority of the average customer's wastewater (sewer) treatment costs.
    - The recommended base rate for residential customers is then $39.44 for year one of Cycle 1.

Residential Sewer Base Rate	2026	2027	2028	2029
All Meters	$39.44	$42.20	$45.15	$48.31

Like the water base rates, the sewer (wastewater) base rates for Commercial/Multi-Family customers were not consistent with generally accepted best practice rate structures. Therefore, the base rates for Commercial/Multi-Family customers have also been adjusted to reflect the meter size. Likewise, the usage rate was adjusted to reflect the cost to treat per thousand gallons.

Commercial Sewer Base Rate	2026	2027	2028	2029
(per Meter Size)				
¾"	$43.50	$46.55	$49.80	$53.29
1"	$72.65	$77.73	$83.17	$88.99
1.5"	$144.86	$154.99	$165.84	$177.45
2"	$231.86	$248.08	$265.45	$284.03
3"	$464.15	$496.64	$531.40	$568.60
4"	$725.15	$775.91	$830.22	$888.33
6"	$1,449.86	$1,551.34	$1,659.94	$1,776.13
Comm. Sewer Usage Rate	**2026**	**2027**	**2028**	**2029**
Per 1,000 Gallons	$4.00	$5.00	$5.72	$6.13

Recommendations & Conclusions

The 2025 rate study concludes that without rate adjustments, both the water and wastewater enterprise funds face critical financial shortfalls. The recommended **Gradualism Scenario** provides:

- Predictable, phased rate increases.
- Sustainable funding for Asset Management and capital improvements.
- Improved reserve levels.
- Financial resilience to support Buckeye's rapid growth.

This rate plan restores stability to the City of Buckeye's utilities while protecting residents from unnecessary financial burden and ensuring long-term reliability of essential water and wastewater services.

(1) Proposed schedule of fees

City of Buckeye

Proposed Utility Rates, Rate Components, Fees, or Service Charges

Proposed Water Rates

Base Rates

Residential and Landscape

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
3/4”	$ 30.02	$ 31.30	$ 32.63	$ 34.01
1”	$ 33.36	$ 34.77	$ 36.25	$ 37.79
1.5”	$ 66.51	$ 69.34	$ 72.29	$ 75.36
2”	$ 106.46	$ 110.98	$ 115.70	$ 120.62
3”	$ 213.12	$ 222.18	$ 231.62	$ 241.46
4”	$ 332.96	$ 347.11	$ 361.87	$ 377.25
6”	$ 665.73	$ 694.02	$ 723.52	$ 754.26
8”	$ 1,065.20	$ 1,110.47	$ 1,157.67	$ 1,206.87
10”	$ 1,531.39	$ 1,596.47	$ 1,664.32	$ 1,735.06

Commercial and Hydrant

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
3/4”	$ 70.20	$ 73.18	$ 76.29	$ 79.53
1”	$ 78.00	$ 81.31	$ 84.77	$ 88.37
1.5”	$ 155.53	$ 162.14	$ 169.03	$ 176.22
2”	$ 248.94	$ 259.52	$ 270.55	$ 282.05
3”	$ 498.35	$ 519.53	$ 541.61	$ 564.63
4”	$ 778.59	$ 811.68	$ 846.17	$ 882.13
6”	$ 1,556.71	$ 1,622.87	$ 1,691.84	$ 1,763.74
8”	$ 2,490.82	$ 2,596.68	$ 2,707.04	$ 2,822.09
10”	$ 3,580.94	$ 3,733.13	$ 3,891.78	$ 4,057.18

(1) Proposed schedule of fees

City of Buckeye
Proposed Utility Rates, Rate Components, Fees, or Service Charges
Usage Rates: Charged Per Thousand Gallons

Residential

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 6,000	$ 4.77	$ 4.97	$ 5.18	$ 5.40
6,001– 10,000	$ 5.96	$ 6.22	$ 6.48	$ 6.76
10,001 – 20,000	$ 7.45	$ 7.77	$ 8.10	$ 8.44
20,001 -30,000	$ 9.69	$ 10.10	$ 10.53	$ 10.98
30,001+	$ 12.60	$ 13.13	$ 13.69	$ 14.27

Potable Landscape

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 50,000	$ 7.02	$ 7.32	$ 7.63	$ 7.96
50,001+	$ 8.78	$ 9.15	$ 9.54	$ 9.94

Non-Potable Landscape

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Usage	$ 4.77	$ 4.97	$ 5.18	$ 5.40

Commercial

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 10,000	$ 9.45	$ 9.86	$ 10.27	$ 10.71
10,001 – 30,000	$ 9.93	$ 11.09	$ 11.56	$ 12.05
30,001 - 50,000	$ 9.93	$ 12.47	$ 13.00	$ 13.55
50,001+	$ 9.93	$ 12.47	$ 14.63	$ 15.25

Hydrant

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Usage	$ 9.93	$ 12.47	$ 14.63	$ 15.25

(1) Proposed schedule of fees

City of Buckeye

Proposed Utility Rates, Rate Components, Fees, or Service Charges

Water Meters	Amount
Meter Re-read (customer service visit)	$ 35.00
Residential Meter Bench Test	$ 100.00
Tampered Meter	$ 200.00
Tampered Meter w/Lock	$ 246.00
Deposit – Hydrant Meter	$ 1,500.00
Hydrant Meter Installation/Remove/Relocate	$ 150.00
Damaged or stolen Hydrant	$ 4,000.00
Damaged or stolen Hydrant Meter	$ 2,000.00
Global Area Connection Fee	$ 3,000.00

Proposed Wastewater Rates

Residential

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Meter Sizes	$ 39.44	$ 42.20	$ 45.15	$ 48.31

Commercial Base

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
¾”	$ 43.50	$ 46.55	$ 49.80	$ 53.29
1”	$ 72.65	$ 77.73	$ 83.17	$ 88.99
1.5”	$ 144.86	$ 154.99	$ 165.84	$ 177.45
2”	$ 231.86	$ 248.08	$ 265.45	$ 284.03
3”	$ 464.15	$ 496.64	$ 531.40	$ 568.60
4”	$ 725.15	$ 775.91	$ 830.22	$ 888.33
6”	$ 1,449.86	$ 1,551.34	$ 1,659.94	$ 1,776.13
8"	$ 2,319.86	$ 2,482.24	$ 2,656.00	$ 2,841.92
10"	$ 3,335.15	$ 3,568.61	$ 3,818.41	$ 4,085.70

Commercial Usage

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
Per Thousand Gallons	$ 4.00	$ 5.00	$ 5.72	$ 6.13

(1) Proposed schedule of fees

City of Buckeye

Proposed Utility Rates, Rate Components, Fees, or Service Charges

Utility Billing	Amount
Environmental Fee	$ 5.00
Backflow Administration Fee	$ 5.00
Delinquent Notice Fee	$ 15.00
Delinquent Collection Fee – Next Day	$ 60.00
Same Day New/Re-connect Fee	$ 100.00
New Account Processing Fee	$ 60.00
3 Day Inspection Account Fee	$ 150.00
Deposits – Commercial Sewer - <3”	$ 250.00
Deposits – Commercial Sewer - >=3”	$ 500.00
Deposits – Commercial Water - <3”	$ 250.00
Deposits – Commercial Water - >=3”	$ 500.00
Deposits – Residential – Sewer	$ 60.00
Deposits – Residential - Trash	$ 30.00
Deposits – Residential – Water	$ 85.00
After Hour Service Fee (Emergency Shutdown, Reconnects)	$ 100.00
Late Penalty	1.50%
Collection Agency Referral-Billed by Agency	14%
Duplicate Bill Request	$ 2.00
Returned Check Fee	$ 35.00

RESOLUTION NO. 32-26

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BUCKEYE, ARIZONA, APPROVING AND ADOPTING THE RATE SCHEDULE FOR WATER AND WASTEWATER RATES, RATE COMPONENTS, FEES, OR SERVICE CHARGES SET FORTH IN THE DOCUMENT ENTITLED "SCHEDULE OF FEES;" SETTING AN EFFECTIVE DATE; AND REPEALING CONFLICTING RESOLUTIONS OR PARTS OF RESOLUTIONS.

WHEREAS, in accordance with Ariz. Rev. Stat. § 9-511.01(A)(1), a written report entitled "2025 Water and Wastewater Rate Study Report" has been prepared that aims to right-size rate structures, helps establish a reliable rate cycle, and implements rates to support healthy water and wastewater enterprise funds without creating a burden for customers (the "Report"); and

WHEREAS, a copy of the Report has been made available to the public by filing a copy in the office of the City Clerk and posting on the City's website at least thirty (30) days prior to the public hearing on the proposed increase in water and wastewater rates, rate components, fees, or service charges; and

WHEREAS, in accordance with Ariz. Rev. Stat. § 9-511.01(A)(2), a Notice of Intent to increase water and wastewater rates, rate components, fees, or service charges for the City's water and wastewater utility services was adopted by motion at the February 3, 2026 Council meeting and City staff published the Notice of Intent adopted by the Council not less than twenty (20) days before the public hearing date; and

WHEREAS, the Mayor and City Council have determined that the rates and charges are just and reasonable.

BE IT RESOLVED, by the Mayor and Council of the City of Buckeye, Arizona, as follows:

Section 1. The recitals above are hereby incorporated as if fully set forth herein.

Section 2. The City Council hereby approves and adopts the Report.

Section 3. The water and wastewater rates, rate components, fees, or service charges set forth in the "Schedule of Fees," attached as Exhibit A attached hereto and incorporated herein by reference, are hereby adopted.

Section 4. The "Schedule of Fees" will go into effect on June 4, 2026. Future rate adjustments will occur on January 1, 2027, January 1, 2028, and January 1, 2029.

Section 5. That all resolutions or parts of resolutions in conflict with the provisions of this resolution are hereby repealed.

Section 6. That the Mayor, City Manager, City Clerk, and City Attorney are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Mayor and Council of the City of Buckeye, Arizona, this 5th day of May, 2026.

_____
Eric W. Orsborn, Mayor

ATTEST:

_____
Lucinda J. Aja, City Clerk

APPROVED AS TO FORM:

_____
Tosca Henry, City Attorney

Exhibit A: Schedule of Fees

EXHIBIT A
TO
RESOLUTION NO. 32-26

Schedule of Fees

(See Following 4 Pages)

City of Buckeye

Utility Rates, Rate Components, Fees, or Service Charges

Water Rates

Base Rates

Residential and Landscape

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
3/4”	$ 30.02	$ 31.30	$ 32.63	$ 34.01
1”	$ 33.36	$ 34.77	$ 36.25	$ 37.79
1.5”	$ 66.51	$ 69.34	$ 72.29	$ 75.36
2”	$ 106.46	$ 110.98	$ 115.70	$ 120.62
3”	$ 213.12	$ 222.18	$ 231.62	$ 241.46
4”	$ 332.96	$ 347.11	$ 361.87	$ 377.25
6”	$ 665.73	$ 694.02	$ 723.52	$ 754.26
8”	$ 1,065.20	$ 1,110.47	$ 1,157.67	$ 1,206.87
10”	$ 1,531.39	$ 1,596.47	$ 1,664.32	$ 1,735.06

Commercial and Hydrant

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
3/4”	$ 70.20	$ 73.18	$ 76.29	$ 79.53
1”	$ 78.00	$ 81.31	$ 84.77	$ 88.37
1.5”	$ 155.53	$ 162.14	$ 169.03	$ 176.22
2”	$ 248.94	$ 259.52	$ 270.55	$ 282.05
3”	$ 498.35	$ 519.53	$ 541.61	$ 564.63
4”	$ 778.59	$ 811.68	$ 846.17	$ 882.13
6”	$ 1,556.71	$ 1,622.87	$ 1,691.84	$ 1,763.74
8”	$ 2,490.82	$ 2,596.68	$ 2,707.04	$ 2,822.09
10”	$ 3,580.94	$ 3,733.13	$ 3,891.78	$ 4,057.18

City of Buckeye

Utility Rates, Rate Components, Fees, or Service Charges Usage

Rates: Charged Per Thousand Gallons

Residential

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 6,000	$ 4.77	$ 4.97	$ 5.18	$ 5.40
6,001– 10,000	$ 5.96	$ 6.22	$ 6.48	$ 6.76
10,001 – 20,000	$ 7.45	$ 7.77	$ 8.10	$ 8.44
20,001 -30,000	$ 9.69	$ 10.10	$ 10.53	$ 10.98
30,001+	$ 12.60	$ 13.13	$ 13.69	$ 14.27

Potable Landscape

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 50,000	$ 7.02	$ 7.32	$ 7.63	$ 7.96
50,001+	$ 8.78	$ 9.15	$ 9.54	$ 9.94

Non-Potable Landscape

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Usage	$ 4.77	$ 4.97	$ 5.18	$ 5.40

Commercial

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
0 – 10,000	$ 9.45	$ 9.86	$ 10.27	$ 10.71
10,001 – 30,000	$ 9.93	$ 11.09	$ 11.56	$ 12.05
30,001 - 50,000	$ 9.93	$ 12.47	$ 13.00	$ 13.55
50,001+	$ 9.93	$ 12.47	$ 14.63	$ 15.25

Hydrant

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Usage	$ 9.93	$ 12.47	$ 14.63	$ 15.25

City of Buckeye

Utility Rates, Rate Components, Fees, or Service Charges

Water Meters	Amount
Meter Re-read (customer service visit)	$ 35.00
Residential Meter Bench Test	$ 100.00
Tampered Meter	$ 200.00
Tampered Meter w/Lock	$ 246.00
Deposit – Hydrant Meter	$ 1,500.00
Hydrant Meter Installation/Remove/Relocate	$ 150.00
Damaged or stolen Hydrant	$ 4,000.00
Damaged or stolen Hydrant Meter	$ 2,000.00
Global Area Connection Fee	$ 3,000.00

Wastewater Rates

Residential

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
All Meter Sizes	$ 39.44	$ 42.20	$ 45.15	$ 48.31

Commercial Base

Meter Size	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
¾”	$ 43.50	$ 46.55	$ 49.80	$ 53.29
1”	$ 72.65	$ 77.73	$ 83.17	$ 88.99
1.5”	$ 144.86	$ 154.99	$ 165.84	$ 177.45
2”	$ 231.86	$ 248.08	$ 265.45	$ 284.03
3”	$ 464.15	$ 496.64	$ 531.40	$ 568.60
4”	$ 725.15	$ 775.91	$ 830.22	$ 888.33
6”	$ 1,449.86	$ 1,551.34	$ 1,659.94	$ 1,776.13
8"	$ 2,319.86	$ 2,482.24	$ 2,656.00	$ 2,841.92
10"	$ 3,335.15	$ 3,568.61	$ 3,818.41	$ 4,085.70

Commercial Usage

Gallons Used per Month	Effective 6/4/2026	Effective 1/1/2027	Effective 1/1/2028	Effective 1/1/2029
Per Thousand Gallons	$ 4.00	$ 5.00	$ 5.72	$ 6.13

City of Buckeye

Utility Rates, Rate Components, Fees, or Service Charges

Utility Billing	Amount
Environmental Fee	$ 5.00
Backflow Administration Fee	$ 5.00
Delinquent Notice Fee	$ 15.00
Delinquent Collection Fee – Next Day	$ 60.00
Same Day New/Re-connect Fee	$ 100.00
New Account Processing Fee	$ 60.00
3 Day Inspection Account Fee	$ 150.00
Deposits – Commercial Sewer - <3”	$ 250.00
Deposits – Commercial Sewer - >=3”	$ 500.00
Deposits – Commercial Water - <3”	$ 250.00
Deposits – Commercial Water - >=3”	$ 500.00
Deposits – Residential – Sewer	$ 60.00
Deposits – Residential - Trash	$ 30.00
Deposits – Residential – Water	$ 85.00
After Hour Service Fee (Emergency Shutdown, Reconnects)	$ 100.00
Late Penalty	1.50%
Collection Agency Referral-Billed by Agency	14%
Duplicate Bill Request	$ 2.00
Returned Check Fee	$ 35.00

City Council Meeting:

Utility Rate Adoption

Terry Lowe, Water Resources Director

Jared Askelson, Deputy City Manager

May 5, 2026

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Agenda

- Rate Development Timeline
- Outreach Efforts, Metrics, and Feedback
- Recommended Rate Framework
- Expense Drivers
- Recommended Rate Structure and Rates
  - Water Utility
  - Wastewater (Sewer) Utility
  - Customer Bill Comparisons
  - Other Provide Comparisons

Timeline

- Citizen Water & Wastewater Rates Committee (WRC)
  - July – September 2025: Bi-Weekly Meetings
    - Public Outreach Approach
    - **Deep Dives into each Utility's Operations & Asset Demands**
    - Utility Rate Structure Analysis
    - Comparisons to other Utility Providers
    - Utility Rate and Enterprise Fund Analysis
    - Recommendations
- Oct. 9th, 2025: Voted on Recommended Rate Cycle, Structure, Fees

Timeline

- October 2025
  - Media campaign
    - EOB, social media, informational flyers
- November 2025
  - Community Outreach Meetings Held
  - Rate Discussion Videos Released
- December 2025
  - Meetings with HOAs
- January 20, 2026
  - Council Workshop
- February 3, 2026
  - NOI
  - Post NOI Outreach Begins

Post NOI Outreach *as of 4/23/26

- *Attended Six Events:*
  - *367 Packets Distributed*
  - *4 Presentations to 296 Customers*
  - *22 Interactions*
- 66,799 Print & Digital Bill Inserts
- 62,225 Tyler Notify Texts & Emails
- 1,100 NOI Flyers & Rate Packets Distributed at City Facilities & All Faith
- *335 Customer Emails responses from:*
  - *279 – Tyler Notify*
  - *14 – Social Media*
  - *26 – Contact Us Form*
  - *16 – Unknown Source*
- 79 Social Media Posts:
  - 66,457 People Reached
  - 115,593 Egagements

Customer Feedback

- Majority of feedback requested additional clarifying information on the new rates.

- “Increase in rates won't kill me like I was assuming - thank you for making info clearer to me.”

- “What resources does the City of Buckeye offer to people who can't afford to pay their bills? Do Seniors get help?”

Recommended Rate Framework

- **Gradualism**
  - Rate changes will be steady and incremental
- **Four-year rate plan**
  - WRC had recommended five-year plan
- **New rate structure**
  - Incentivize conservation
  - Fairness to customers

Expense Drivers

Operational Expenses

- Personnel, Electricity, Chemicals
- Preventative and Corrective Maintenance Activities
- **NEW Asset Management Budget (Major Rehab and Replacement)**
  - Reduces Unplanned and Expensive Emergencies
  - Optimizes Operational/Asset Efficiency
  - Reduces Asset Lifecycle Costs
  - Improves Asset Reliability
  - Puts Operations in Proactive vs. Reactive Mode
  - Follows Industry Standard Practices and Manufacturer Recommendations

Expense Drivers

New Water Portfolio Budget

- Smaller, Routine Water Asset Acquisitions

- Building Passive Reserve Supplies for Future Activation
  - Supports Local Control, Pledged to DAWS/ADAWS
  - Offsets Groundwater Uses
  - Negotiate Priority Supplies
  - Offset CAGRD Expenses
  - Are a Hedge against Reductions/Losses of Supplies

- A Diverse Portfolio Supports Short- and Long-Term Demands

Recommended Rate Structures and Rates

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Water Base Rate Recommendation

Current Base Rates			Meter Size	Residential and Landscape - Proposed Base Rates			
Residential*	Potable Landscape*	Non-Potable Landscape		2026	2027	2028	2029
$35.99	$29.65	$22.17	**3/4”**	$30.02	$31.30	$32.63	$34.01
$35.99	$86.61	$60.06	**1”**	$33.36	$34.77	$36.25	$37.79
$35.99	$86.61	$60.06	**1.5”**	$66.51	$69.34	$72.29	$75.36
$35.99	$225.92	$160.19	**2”**	$106.46	$110.98	$115.70	$120.62
$35.99	$225.92	$160.19	**3”**	$213.12	$222.18	$231.62	$241.46
$35.99	$420.94	$300.36	**4”**	$332.96	$347.11	$361.87	$377.25
$35.99	$699.53	$500.59	**6”**	$665.73	$694.02	$723.52	$754.26
$35.99	$1,396.00	$1,001.18	**8”**	$1,065.20	$1,110.47	$1,157.67	$1,206.87
$35.99	$1,396.00	$1,001.18	**10”**	$1,531.39	$1,596.47	$1,664.32	$1,735.06

*Current rates include $3.05 Replacement Fee for Residential and Potable Landscape

Water Base Rate Recommendation

Current Base Rates	Meter Size	Commercial - Proposed Base Rates			
Commercial / Multi-Family*		2026	2027	2028	2029
$37.40	3/4”	$70.20	$73.18	$76.29	$79.53
$111.04	1”	$78.00	$81.31	$84.77	$88.37
$111.04	1.5”	$155.53	$162.14	$169.03	$176.22
$290.85	2”	$248.94	$259.52	$270.55	$282.05
$290.85	3”	$498.35	$519.53	$541.61	$564.63
$542.68	4”	$778.59	$811.68	$846.17	$882.13
$902.43	6”	$1,556.71	$1,622.87	$1,691.84	$1,763.74
$1,801.80	8”	$2,490.82	$2,596.68	$2,707.04	$2,822.09
$1,801.80	10”	$3,580.94	$3,733.13	$3,891.78	$4,057.18

*Current rates include $3.05 Replacement Fee

Water Usage Rate Recommendation

Residential Usage Rates					
per month	Current	Proposed			
	per kgal	2026	2027	2028	2029
0 – 6k **(98.5%)***	$3.93	$4.77	$4.97	$5.18	$5.40
6,001– 10k **(.6%)***	$4.91	$5.96	$6.22	$6.48	$6.76
10,001 – 20k **(.84%*)**	$6.14	$7.45	$7.77	$8.10	$8.44
20,001 -30k **(.03%)***	$7.68	$9.69	$10.10	$10.53	$10.98
30,001+ **(.04%)***	$9.59	$12.60	$13.13	$13.69	$14.27

* percentage of bills **prior structure

Water Usage Rate Recommendation

Potable Landscape Usage Rate					
	Current	Proposed			
	per kgal	2026	2027	2028	2029
0 – 50k **(75%)***	$6.61**	$7.02	$7.32	$7.63	$7.96
50,001+ **(25%)***	$7.93**	$8.78	$9.15	$9.54	$9.94

Non-Potable Landscape Usage Rate					
	Current	Proposed			
		2026	2027	2028	2029
Per Thousand Gallons	$3.30	$4.77	$4.97	$5.18	$5.40

* percentage of bills **prior structure

Water Usage Rate Recommendation

Commercial Usage Rate					
per month	Current	Proposed			
	per kgal	2026	2027	2028	2029
0 – 10k **(50%)***	$8.08	$9.45	$9.86	$10.27	$10.71
10,001 – 30k **(20%)***	$8.08	$9.93	$11.09	$11.56	$12.05
30,001 - 50k **(8%)***	$8.08	$9.93	$12.47	$13.00	$13.55
50,001+ **(23%)***	$8.08	$9.93	$12.47	$14.63	$15.25

* percentage of bills **prior structure

Water Monthly Impact

Category	Assumptions	Current *Includes $3.05 R&R	2026	% Change Current to 2026	2027	2028	2029
Residential	1” Meter, 6K/month usage	$59.57	$61.98	4.0%	$64.61	$67.36	$70.22
Commercial	1” Meter, 15K/month usage	$232.24	$222.19	-4.3%	$235.32	$196.80	$205.15
Commercial	2” Meter, 20K/month usage	$452.45	$442.78	-2.1%	$468.98	$334.05	$348.23
Landscape	2” Meter, 20K/month usage	$358.12	$246.89	-31.1%	$257.38	$268.32	$279.73
Landscape	2" Meter, 500K/month usage	$4,124.92	$4,407.14	6.8%	$4,594.44	$4,789.71	$4,993.27
Non-Potable	2” Meter, 150K/month usage	$655.19	$821.96	25.5%	$856.89	$893.31	$931.28
Commercial	2” Meter, 800K/month usage	$6,754.85	$8,188.18	21.2%	$10,181.78	$11,682.15	$12,177.23

Wastewater Base & Usage Rate Recommendations

Residential Base Rate (per Meter Size)	Current	2026	2027	2028	2029
≤1" **(99.95%)**	$28.86	$39.44	$42.20	$45.15	$48.31
Res. Usage Rate					
(per thousand gallons)	$2.00	0	0	0	0
Commercial Base Rate (per Meter Size)	**Current**	**2026**	**2027**	**2028**	**2029**
¾"	$19.12	$43.50	$46.55	$49.80	$53.29
1" **(37%)**	$60.06	$72.65	$77.73	$83.17	$88.99
1.5" **(11%)**	$60.06	$144.86	$154.99	$165.84	$177.45
2" **(48%)**	$160.19	$231.86	$248.08	$265.45	$284.03
3" **(1.5%)**	$160.19	$464.15	$496.64	$531.40	$568.60
4" **(1.68%)**	$300.36	$725.15	$775.91	$830.22	$888.33
6" **(.55%)**	$500.59	$1,449.86	$1,551.34	$1,659.94	$1,776.13
Comm. Usage Rate					
(per thousand gallons)	$2.51	$4.00	$5.00	$5.72	$6.13

Wastewater Monthly Impact

Category	Assumptions	Current	2026	% Change Current to 2026	2027	2028	2029
Residential*	1” Meter, any usage	$36.86	$39.44	7.0%	$42.20	$45.15	$48.31
Commercial	1” Meter, 15K/month usage	$97.71	$132.65	35.8%	$152.73	$168.97	$180.95
Commercial	2" Meter, 20K/month usage	$210.39	$311.86	48.2%	$348.08	$379.85	$406.64
Commercial	2” Meter, 800K/month usage	$2,168.19	$3,431.86	58.3%	$4,248.08	$4,841.45	$5,188.35

*Assumes: Base + Usage Rate of 4 kgal usage

Recommended Bill Comparisons

Residential Bill Totals 1" Meter, 6K Water, 4K Wastewater		
Category	**Current**	**Recommended**
Water Base	$32.94	$33.36
Water Consumption	$23.58	$28.62
Sewer Base	$28.86	$39.44
Sewer Consumption	$8.00	$0.00
Garbage and Recycling	$25.53	$25.53
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$6.01	$7.64
AZ Water Quality Tax	$0.04	$0.04
Bill Total	$133.01	$139.63
Dollar Amount Increase		**$6.62**
Percentage Increase		**5.0%**

Recommended Bill Comparisons

Commercial Bill Totals 1" Meter, 15K Usage		
Category	**Current**	**Recommended**
Water Base	$107.99	$70.20
Water Consumption	$121.20	$144.15
Sewer Base	$60.06	$72.65
Sewer Consumption	$37.65	$60.00
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$22.06	$20.40
AZ Water Quality Tax	$0.10	$0.10
Bill Total	$357.11	$372.50
Dollar Amount Increase		**$15.39**
Percentage Increase		**4.3%**

Recommended Bill Comparisons

Commercial Bill Totals 2" Meter, 20K Usage		
Category	**Current**	**Recommended**
Water Base	$287.80	$248.94
Water Consumption	$161.60	$193.80
Sewer Base	$160.19	$231.86
Sewer Consumption	$50.20	$80.00
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$42.54	$41.64
AZ Water Quality Tax	$0.13	$0.13
Bill Total	$710.51	$801.37
Dollar Amount Increase		**$90.86**
Percentage Increase		**12.8%**

Recommended Bill Comparisons

Commercial Bill Totals 2" Meter, 800K Usage		
Category	**Current**	**Recommended**
Water Base	$287.80	$248.94
Water Consumption	$6,464.00	$7,939.20
Sewer Base	$160.19	$231.86
Sewer Consumption	$2,008.00	$3,200.00
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$628.67	$761.96
AZ Water Quality Tax	$5.20	$5.20
Bill Total	$9,561.91	$12,392.16
Dollar Amount Increase		**$2,830.26**
Percentage Increase		**29.6%**

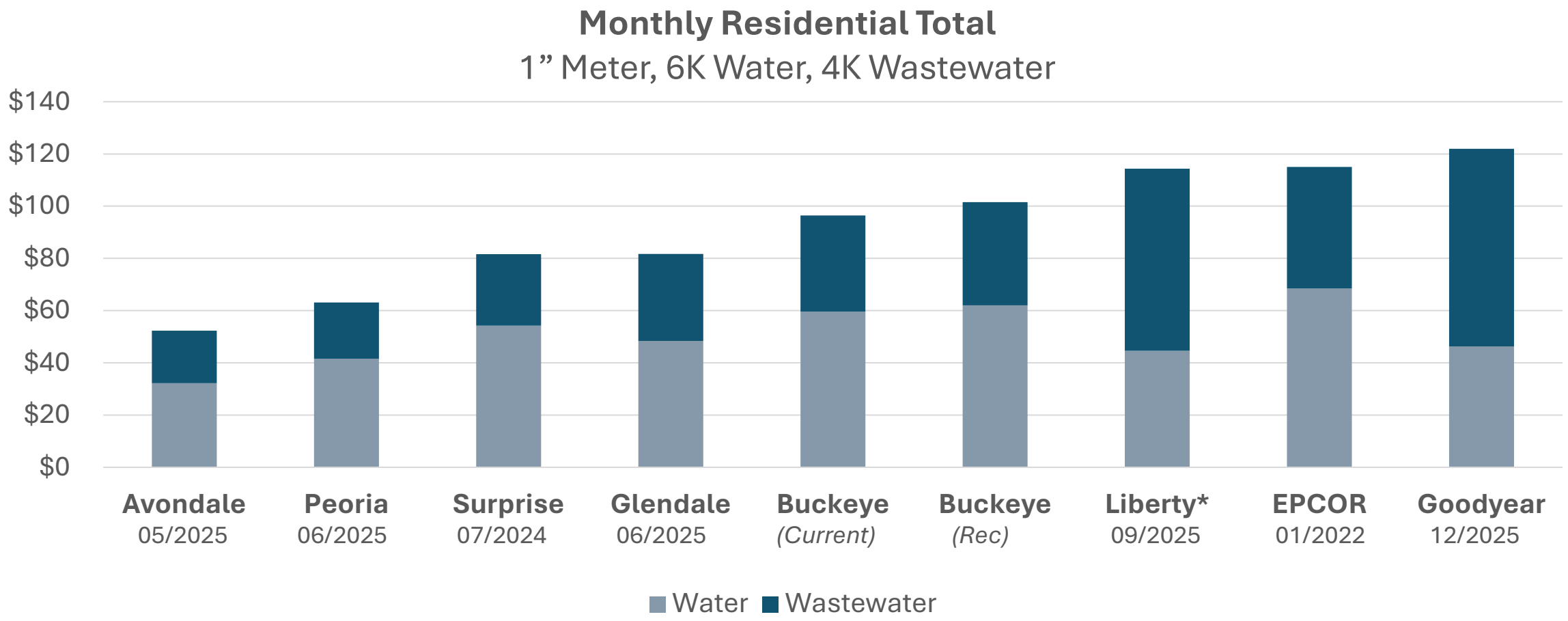
Recommended Bill Comparisons

Primarily HOAs

Landscape 2" Meter; 200,000 Usage		
Category	**Current**	**Recommended**
Water Base	$225.92	$106.46
Water Consumption	$1,572.80	$1,667.53
Backflow Admin. Fee	$5.00	$5.00
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$168.49	$165.91
AZ Water Quality Tax	$0.13	$0.13
Bill Total	$1,980.39	$1,950.04
Dollar Amount Increase		**-$30.36**
Percentage Increase		**-2%**

Landscape 2" Meter; 1,100,000 Usage		
Category	**Current**	**Recommended**
Water Base	$225.92	$106.46
Water Consumption	$8,709.80	$9,566.74
Backflow Admin.	$5.00	$5.00
Environmental Fee	$5.00	$5.00
Repair & Replacement Fee	$3.05	$0.00
Sales Tax	$832.24	$900.54
AZ Water Quality Tax	$0.72	$0.72
Bill Total	$9,781.72	$10,584.45
Dollar Amount Increase		**$802.73**
Percentage Increase		**8%**

Recommended Bill Comparisons



* Liberty Application with ACC

Next Steps

- **June 4th**: New Rates Go Live
  - Future rate increase on 1/1/27, 1/1/28, and 1/1/29
- Annually Evaluate Budget & Rates

Questions?