



FY 2017 Annual Report*

City of Glendale, Arizona

February 1, 2018

*Includes FY 2017 close out information through June 30, 2017

ACKNOWLEDGMENTS

MAYOR AND CITY COUNCIL

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Ian Hugh, Vice Mayor
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GO PROGRAM MANAGEMENT AND FINANCIAL PERSPECTIVE

INTRODUCTION

Financial management is an important aspect of the GO Program. This process helps to ensure that GO Program revenues and expenditures are in balance and keeps the public notified of changes to the program. In this regard, commitments were made to voters to ensure the financial integrity of the GO Program by establishing a Citizens Transportation Oversight Commission (CTOC), requiring an annual report, maintaining a balanced 25-year Program, and completing an audit every three years. The 25-year GO Program of Projects was presented to and approved by CTOC in September 2016. This report addresses the fiscal year 2017 financial condition, and provides project status updates. This is the fifteenth annual GO report.

FY 2017 FINANCIAL CLOSE

During fiscal year 2017 of operation, the GO Program Fund began on July 1, 2016 with a balance of \$38,619,274 (see Table 1). Also, during fiscal year 2017, the Fund received \$28,640,659 in revenues and incurred \$25,095,275 in expenses; this amount of expenditure is an increase of \$164,942 from fiscal year 2016. The ending balance on June 30, 2017, was \$42,164,658.

Balance Forward (July 1, 2016)	\$38,619,274
Revenue	\$28,640,659
Expense	(\$25,095,275)
Balance Ending (June 30, 2017)	\$42,164,658
Note: Based on unaudited accounts to June 30, 2017	
Source: City of Glendale, December 4, 2017	

Sales tax collected during fiscal year 2017 was the largest contributor to the GO Program fund, with revenue of \$26,362,189, or 92.04%, of total revenue (see Table 2, below). The second largest inflows came from Budget, which is general funds in the amount of \$900,000, or 3.14% of the total. The third largest inflow came from grant revenues at \$759,159 or 2.65%. Interest category at \$326,106 came in at fourth highest funding source, which made up 1.14% of total revenues. Miscellaneous revenues were the fifth largest source of funds, with \$167,200 or 0.58%. The remaining \$126,005 or 0.44% of revenues were contributed by fare box revenues and disposal of assets.

Table 2: GO Program Revenue Summary, FY 2016-17

Source	Amount	Percentage
Sales Tax	\$26,362,189	92.04%
Budget	\$900,000	3.14%
Interest	\$326,106	1.14%
Grant	\$759,159	2.65%
Disposal of Asset	\$16,182	0.06%
Fare box	\$109,823	0.38%
Miscellaneous	\$167,200	0.58%
Total	\$28,640,659	100.00%

Note: Based on unaudited accounts to June 30, 2017
Source: City of Glendale, December 4, 2017

Budget out (annual debt service and cash for capital projects) was the largest expense category, accounting for \$13,461,840 or 53.64% of total expense (see Table 3). The second largest category was wages, benefits, & staff administrative cost with \$5,262,146 or 20.97% of the total, professional & contractual was third with \$5,013,066 or 19.98% of the total. Equipment, supplies & maintenance was fourth with \$1,207,798 or 4.81% and remaining \$150,425 or 0.60% of the total was insurance and advertising related expenses.

Table 3: GO Program Cash Expense Summary, FY 2016-17

Source	Amount	Percentage
Professional & Contractual	\$5,013,066	19.98%
Wages, Benefits, & Staff Administrative Cost	\$5,262,146	20.97%
Advertising	\$1,492	0.01%
Equipment, Supplies, & Maintenance	\$1,207,798	4.81%
Insurance	\$148,933	0.59%
Budget out	\$13,461,840	53.64%
Total	\$25,095,275	100.00%

Note: Based on unaudited accounts to June 30, 2017
Source: City of Glendale, December 4, 2017

The City of Glendale issued the first bonds (revenue obligation) backed by transportation sales tax revenues on November 06, 2007. All bond funds were expended (\$110,004,915.05) on transportation capital projects by the end of fiscal year 2013. There are no bond funds available for transportation capital projects at the start of fiscal year 2017.

Table 4: Status of GO Program Bond Funds

Source	Amount
Bond Issue	\$109,110,000.00
Bond Premium	\$1,953,498.95
Issuance Cost	(\$1,058,583.90)
Bond Funds Expended as of 06-30-2015	(\$110,004,915.05)
Bond Funds Remaining	\$0.00
Note: Based on unaudited accounts to June 30, 2017	
Source: City of Glendale, November 17, 2017	

During FY 2015 and FY 2017, Glendale went through a refunding process in an effort to generate savings through a reduction of annual debt payments. At the end of FY 2017, \$74.67 million of the 109.11 million in principal and interest remains to be paid through FY 2032.

Table 5: Status of Transportation Bond Issuances

Source	Bond Series 2007	Bond Series 2015	Bond Series 2017	Total
Original Bond Issue	\$109,110,000	\$55,635,000	\$19,330,000	\$184,075,000
Principal Payments Made Through 7-1-2017	(\$31,275,000)	(\$295,000)	-	(\$31,570,000)
Bond Refunding, 2-25-2015	(\$59,110,000)	-	-	(\$59,110,000)
Bond Refunding, 6-22-2017	(\$18,725,000)	-	-	(\$18,725,000)
Balance as of 6-30-2017	-	\$55,340,000	\$19,330,000	\$74,670,000
Note: Based on unaudited accounts to June 30, 2017				
Source: City of Glendale, November 17, 2017				

Status of GO Program

The status of all capital projects funded through the GO Program at the end of FY 2017 is listed below:

- Loop 101/Bell Road transit center also known as the Arrowhead Towne Center transit center is complete, and operational in FY 2017.
- Loop 101/Bell Road park-and-ride also known as the North Glendale park-and-ride was in design phase in FY 2016 with environmental and right-of-way work underway pending clearance. The land has since been acquired by the city and disposed of for commercial use as an economic development opportunity. This project is now back in the planning phase, where a site selection needs to be made before environmental and acquisition process can start.
- Light Rail Transit corridor study was completed in FY 2012 to identify the location of Glendale's portion of the capital project. A formal alternatives analysis began in FY 2013 to further refine the alignment and technology for high capacity transit to downtown Glendale. The study continued in FY 2016, which was expected to be completed in FY 2018. However, Glendale Council has made a decision to not fund this project. The funding associated with this project will be reallocated to other eligible transportation projects and programs through the Transportation Plan.
- Northern Parkway extends from Loop 303 to Grand Avenue. Loop 303 to ¼-mile west of Dysart Road is complete and operational. Design of the next phase extending from ¼-mile west of Dysart Road to 111th Avenue is complete. This phase is anticipated to be under construction in FY 2019. Funds are programmed to complete the facility from Loop 303 to Loop 101/91st Avenue by FY 2026, including intersections at 83rd, 75th and Grand Avenue. The Northern Parkway project scoping study is underway to review the remaining transportation corridor needs.
- New River bicycle/pedestrian pathway from Northern Avenue to Bethany Home Road construction was completed in FY 2016. The finances on this project are not closed pending mediation between Arizona Department of Transportation and the contractor.
- Downtown Alley improvement project between 57th Avenue and 57th Drive is under construction in FY 2017. The project is anticipated to be complete in FY 2018.

- Land acquisition for the Runway Protection Zone at the Glendale Municipal Airport was completed in FY 2016. While the City continued to have possession of the property, payments on the property are planned into FY 2019.
- Airport North Apron Phase I was under construction and Phase II was under design in FY 2017. Phase II of the Apron project is anticipated to be under construction in FY 2018.
- Phase I of Flashing Yellow Arrow project at 12 intersection locations was under design in FY 2017. Construction of this project is planned for FY 2018.
- Emergency Vehicle Preemption project at multiple intersection locations in Glendale was under design in FY 2017. This project is anticipated to be under construction in FY 2018.
- Data Collection project, which installs multiple data collection stations in Glendale was under construction in FY 2017. The project is anticipated to be complete in FY 2018.
- Camelback Avenue conduit and fiber project between 51st Avenue and 91st Avenue was under design in FY 2017. This project is anticipated to be under construction in FY 2018.
- 67th Avenue ITS fiber project from Glendale Avenue to Cholla Street was under design in FY 2017. Construction of the project is anticipated to be complete in FY 2018.
- HAWK project at 65th Avenue and Bethany Home Road was under design in FY 2017. Construction of the project is anticipated to be complete in FY 2018.
- Maryland Avenue lane control signage project between 95th Avenue and 99th Avenue was under design in FY 2017. Construction of the project is anticipated to be complete in FY 2018.
- 55th Avenue widening south of Cactus to Rivera Drive was under design and right-of-way acquisition phase underway in FY 2017. Construction is anticipated to be complete in FY 2018.
- New River North shared use path north of Hillcrest Boulevard and west of 75th Avenue was under design in FY 2017. Right of way acquisition on the project is planned for FY 2018 and construction in FY 2018/2019.

- Neighborhood connections project, which improves connections between pathways and neighborhoods, was under design in FY 2017. This project is planned for construction in FY 2018.
- Camelback Road sidewalk from 79th Avenue to 83rd Avenue was under design in FY 2017 and anticipated to be complete in FY 2018. Construction is planned to start in FY 2018 and complete in FY 2019.
- Paradise Lane sidewalk from 55th Avenue to 59th Avenue was under design in FY 2017. Construction of the project is planned for start in FY 2019.
- Sidewalks along 67th Avenue from Glendale Avenue to Orangewood Avenue and Orangewood Avenue from 67th Avenue to Grand Avenue were under design in FY 2017. Construction of the project is planned for start in FY 2020.

The status of programs funded through the GO Program at the end of FY 2017 are listed below:

- Dial-A-Ride for all residents and ADA Paratransit services for disabled individuals continue to be provided in Glendale. Regional ADA service now provides a transfer-less ride for disabled transit users taking a trip with either an origin or a destination outside Glendale.
- Glendale Urban Shuttle (GUS) continues to operate, offering three neighborhood circulator routes in downtown and north-central Glendale. All GUS service is now offered at no-cost to the user.
- A Taxi Voucher program, providing an alternative transportation program provides a capped medical transport funding for Glendale residents.
- The Glendale Family Bike Ride is an annual effort to promote bicycling as an alternate means of transportation. Additional GO Program information, Traffic safety and awareness efforts are a part of this annual event.
- Ongoing Travel demand management efforts required as specified in the City's approved Trip Reduction Program include:
 - Bike to Work,
 - Platinum Pass,
 - Trip Reduction Survey,
 - Travel Green, and

- Clean and Green Annual Mailing.
- Ongoing Traffic education efforts to promote traffic safety and alternative travel options include:
 - Safe Routes to School,
 - Walk & Bike Your Child to School,
 - Crossing Guard Training,
 - Bike Rodeos,
 - Be Safe Be Seen,
 - Driver safety messages,
 - BAGIT,
 - Touch-A-Truck,
 - GAIN, and
 - City and Neighborhood Safety Events.
- Traffic Mitigation efforts include studies and installation of recommended devices or improvements to address resident concerns related to neighborhood traffic.
- Traffic Systems Management currently operates 10 dynamic message signs, 114 closed circuit television cameras, and 100 miles of fiber optic cable and conduit. These infrastructure installations help with traffic management for events and day-to-day travel in Glendale.



FY 2017 Project Status Map

GO Program

LEGEND

- Planning/Study/Pre-design
- Design/Right-of-Way
- Utilities/Construction
- Check List/Complete
- Glendale Planning Area Boundary
- Glendale Incorporated Area

as of 07/2017

*Multiple locations of the following projects are not identified on the map:
 -Emergency Vehicle Preemption project: Under design
 -Data Collection project: Under construction

