



FY 2019 Annual Report*

City of Glendale, Arizona

March 5, 2020

*Includes FY 2019 close out information through June 30, 2019

ACKNOWLEDGMENTS

MAYOR AND CITY COUNCIL

Jerry P. Weiers, Mayor
Ray Malnar, Vice Mayor
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Joyce Clark
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Bart Turner

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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 program, and completing an audit every three years. The GO Program of Projects encompassing 10 years was presented to and approved by CTOC in April 5, 2018. This report addresses the fiscal year 2019 financial condition and provides project status updates. This is the seventeenth annual GO report.

FY 2019 FINANCIAL CLOSE

During fiscal year 2019 of operation, the GO Program Fund began on July 1, 2018 with a balance of \$45,967,005 (see Table 1). Also, during fiscal year 2019, the Fund received \$31,124,960 in revenues and incurred \$29,932,433 in expenses; this amount of expenditure is an increase of \$4,763,527 from fiscal year 2018. The ending balance on June 30, 2019, was \$47,159,531.

Balance Forward (July 1, 2018)	\$45,967,005
Revenue	\$31,124,960
Expense	(\$29,932,433)
Balance Ending (June 30, 2019)	\$47,159,531
Note: Based on unaudited accounts to June 30, 2019	
Source: City of Glendale, December 6, 2019	

Sales tax collected during fiscal year 2019 was the largest contributor to the GO Program fund, with revenue of \$29,230,842 or 93.91%, of total revenue (see Table 2, below). The second largest inflow came from interest at \$915,118 or 2.94%. Grant category at \$769,708 came in at third highest funding source, which made up 2.47% of total revenues. Farebox revenues were the fourth largest source of funds, with \$141,374 or 0.45%. The remaining \$59,232 or 0.19% of revenues were contributed by miscellaneous revenues and disposal of assets.

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Source	Amount	Percentage
Sales Tax	\$29,230,842	93.91%
Interest	\$915,118	2.94%
Grant	\$769,708	2.47%
Disposal of Asset	\$8,686	0.03%
Fare box	\$141,374	0.45%
Miscellaneous	\$59,232	0.19%
Total	\$31,124,960	100.00%

Note: Based on unaudited accounts to June 30, 2019
Source: City of Glendale, December 6, 2019

Budget out (annual debt service and cash for capital projects) was the largest expense category, accounting for \$16,661,945 or 55.65% of total expense (see Table 3). The second largest category was professional and contractual cost with \$6,451,871 or 21.55% of the total, wages, benefits, & staff administrative was third with \$5,506,972 or 18.40% of the total. Equipment, supplies & maintenance was fourth with \$1,137,916 or 3.80% and remaining \$171,978 or 0.57% of the total was insurance and advertising related expenses.

Source	Amount	Percentage
Professional & Contractual	\$6,451,871	21.55%
Wages, Benefits, & Staff Administrative Cost	\$5,506,972	18.40%
Advertising	\$1,752	0.01%
Equipment, Supplies, & Maintenance	\$1,137,916	3.80%
Insurance	\$171,978	0.57%
Budget out	\$16,661,945	55.67%
Total	\$29,932,433	100.00%

Note: Based on unaudited accounts to June 30, 2019
Source: City of Glendale, December 6, 2019

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 2019.

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Source	Amount
Bond Issue	\$109,110,000.00
Bond Premium	\$1,953,498.95
Issuance Cost	(\$1,058,583.90)
Bond Funds Expended	(\$110,004,915.05)
Bond Funds Remaining	\$0.00
Note: Based on unaudited accounts to June 30, 2019	
Source: City of Glendale, November 20, 2019	

During FY 2015 and FY 2018, Glendale went through a refunding process in an effort to generate savings through a reduction of annual debt payments. At the end of FY 2019, \$66.71 million of the \$109.11 million in principal and interest remains to be paid through FY 2032.

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 7-1-2019	(\$31,275,000)	(\$295,000)	(\$7,960,000)	(\$39,530,000)
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 6-30-2019	-	\$55,340,000	\$11,370,000	\$66,710,000
Note: Based on unaudited accounts to June 30, 2019				
Source: City of Glendale, November 20, 2019				

Status of GO Program

The status of all capital projects funded through the GO Program at the end of FY 2019 are listed below:

- **Northern Parkway** - 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 was under construction in FY 2019. Funds are programmed to complete the facility from Loop 303 to Loop 101/87th 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.
- **Ballpark Boulevard** – The project connects three lanes of roadway between 99th Avenue/Maryland Avenue and Ballpark Boulevard Terminus, including one lane in each direction with center turn lane. Design was underway in FY 2019. Construction started in FY 2019. There is a future phase of land acquisition, design and construction to an underground Roosevelt irrigation ditch.
- **General Engineering Consultant** – Ongoing consultant support with scoping, design, and cost estimates towards potential external funding opportunities.
- **Bus Stop Access (MAG)**– Project under design in FY 2019 and anticipated to be complete in FY 2020. Includes improvements to existing bus stops at various locations throughout the city for better accessibility, including ADA ramps, bus stop pads (for wheelchair). This project has been funded in part by a grant from the Maricopa Association of Governments.
- **Bus Stop Access (Federal Transit Administration)** – Project under design in FY 2019 and anticipated to be complete in FY 2020. This project will include pouring pads for boarding and de-boarding at various bus stops, connecting detached sidewalks to pads, and extending sidewalks to and from a crosswalk to the stop, thus allowing mobility devices access to the pad. This project has been funded in part by a grant from the Federal Transit Administration.
- **New River Multi-Use Pathway** - New River bicycle and 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/legal resolution between Arizona Department of Transportation and the contractor.

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- **Airport RPZ acquisition** - Land acquisition for the Runway Protection Zone at the Glendale Municipal Airport was completed in FY 2016. The City has maintained possession of the property while payments were being made. The last payment on the property was made in FY 2019. Reimbursement of the property acquisition cost are anticipated through FY 2021.
- **Airport South Apron Phase I** – Full reconstruction of pavement in South Apron including intersections A4 and A6 totaling approximately 38,000 square yards. Airport South Apron Phase I project was under construction in FY 2017 and will be completed in FY 2021.
- **Airport South Apron Phase II** – Project to rehabilitate south apron by mill and overlay, totaling approximately 93,000 square yards, including Ramp-1 relocation. Phase II was under design in FY 2017 and will be completed in FY 2022.
- **New River North Shared Use Path** - North of Hillcrest Boulevard and west of 75th Avenue design and right-of-way acquisition phases were complete in FY 2018. Construction of the project was completed in FY 2019.
- **Neighborhood Pathways Connect** - Improves connections between pathways and neighborhoods was under design in FY 2017 and anticipated to be complete in FY 2018. Construction started in FY 2018 and was completed in FY 2019.
- **Pavement Management** - Project provides for various street pavement treatments. Specific activities included in this project are: surface preparation, repairs and treatments, milling and asphalt overlays as needed.
- **Sidewalk and Curb Improvements**
 - Camelback Road sidewalk from 79th Avenue to 83rd Avenue was under design in FY 2017 and anticipated to be complete in FY 2018. Construction started in FY 2018 and was completed in FY 2019.
 - Paradise Lane sidewalk from 55th Avenue to 59th Avenue project design was complete in FY 2018. Design of sidewalks were completed in FY 2019. Construction of project planned to be completed in FY 2020.
 - Designing sidewalks along 67th Avenue from Glendale Avenue to Orangewood Avenue and Orangewood Avenue from 67th Avenue to Grand Avenue were completed in FY 2019. Construction of the project is planned to be completed in FY 2020.

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- **Phase I of Flashing Yellow Arrow** – Project at 12 intersection locations were under design in FY 2018. Construction of this project to be completed in FY 2020. This project is over 50% complete. The contractor still needs to install the poles, mast arms and FYA for 4 of the 12 locations. They also need to tape the signal heads at all locations.
- **Phase II of Flashing Yellow Arrow** – Installation to be completed in FY 2020.
- **Phase III of Flashing Yellow Arrow** – Federal funds for construction have been awarded for FY 2023. The design is at 90% but is on hold until City of Glendale gets closer to the construction funds being available.
- **Emergency Vehicle Preemption** - project design complete in FY 2019. This project is anticipated to be under construction in FY 2020.
- **Camelback Avenue conduit and fiber** - project between 51st Avenue and 91st Avenue was under design in FY 2018. This project is anticipated to be under construction in FY 2020.
- **Maryland Avenue lane control signage** - project between 95th Avenue and 99th Avenue was under design in FY 2018. Construction of the project was completed in FY 2019.
- **59th and Olive Ave Safety and Capacity Improvements** - The intersection of 59th and Olive Avenues project is to install raised medians, bus-bay improvements along Olive Avenue and street lights along the northwest corner of the 59th and Olive Avenues intersection. The capacity improvement project is to enhance operational capabilities at the intersection included adding bus-bays on northbound and southbound 59th Avenue, and right-turn lanes along Olive Avenue on the eastbound and westbound approaches. Construction of project completed in FY 2019.
- **Maryland Avenue Pedestrian and Bicycle Connectivity** – Project conceptual design underway. Design was planned to start in FY 2019 and construction to start in FY 2020. Due to lack of ROW and an uninterested property owner, the project is under further review.

The status of programs funded through the GO Program at the end of FY 2019 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

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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. GUS 2 was re-routed in FY 2018 to serve the southeast section of Glendale around 43rd Avenue.
- **A Taxi Voucher program**, providing an alternative transportation program provides a capped medical transport funding for Glendale residents.
- **Fixed Route Service** contract with City of Phoenix with operation of 12 local routes.
- **Go Program Performance Audit** was completed in FY 2019.
- 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,
 - Bike Rodeos,
 - Be Safe Be Seen,

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- Driver safety messages,
 - Pedestrian Safety Presentations,
 - Glendale Family Bike Ride,
 - Regional Crossing Guard Training,
 - Touch-A-Truck,
 - GAIN,
 - City and Neighborhood Safety Events, and
 - Community Outreach and Social Media
- **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 15 dynamic message signs, 28 lane control signs, 137 closed circuit television cameras, and 104 miles of fiber optic cable and conduit. These infrastructure installations help with traffic management for events and day-to-day travel in Glendale.