



FY 2021 Annual Report*

City of Glendale, Arizona

September 1, 2022

*Includes FY 2021 close out information through June 30, 2021

ACKNOWLEDGMENTS

MAYOR AND CITY COUNCIL

Jerry P. Weiers, Mayor
Jamie Aldama, Vice Mayor
Joyce Clark
Ian Hugh
Ray Malnar,
Lauren Tolmachoff
Bart Turner

CITIZENS TRANSPORTATION OVERSIGHT COMMISSION BOARD MEMBERS

Chris Sund – Chairperson
Paul Marsh – Vice Chairperson
Marc Floyd
Bryon Joyce
Patrick Lowry
Tim Sprague

GO PROGRAM MANAGEMENT AND FINANCIAL PERSPECTIVE

INTRODUCTION

Financial management is an important aspect of the Glendale Onboard Transportation (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 recommended by the CTOC on April 1, 2021. This report addresses the fiscal year 2021 financial condition and provides project status updates. This is the 20th annual GO Program Annual Report.

FY 2021 FINANCIAL CLOSE

During fiscal year 2021 of operation, the GO Program Fund began on July 1, 2020 with a balance of \$60,026,008 (see Table 1). Also, during fiscal year 2021, the Fund received \$37,455,805 in revenues and incurred \$26,443,970 in expenses; this amount of expenditure is a increase of \$5,290,868 from fiscal year 2020. The ending balance on June 30, 2021, was \$71,027,843.

Balance Forward (July 1, 2020)	\$60,026,008
Revenue	\$37,455,805
Expense	(\$26,443,970)
Balance Ending (June 30, 2021)	\$71,037,843
Note: Based on unaudited accounts to June 30, 2021	
Source: City of Glendale, October 11, 2021	

Sales tax collected during fiscal year 2021 was the largest contributor to the GO Program fund, with revenue of \$35,329,097 or 94.32%, of total revenue (see Table 2). The next three largest inflows came from development agreement in-lieu fees, \$757,630 or 2.02%, grants, \$702,327 or 1.88% and interest, \$655,619 or 1.75%. The remaining funding sources include farebox revenues (\$7,442 or 0.02%), miscellaneous revenues (\$3,684 or 0.01%), and disposal of assets (\$5 or <0.00%).

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Table 2: GO Program Revenue Summary, FY 2020-21		
Source	Amount	Percentage
Sales Tax	\$35,329,097	94.32%
Interest	\$655,619	1.75%
Grant	\$702,327	1.88%
Disposal of Asset	\$5	0.00%
Fare box	\$7,442	0.02%
Development Agreement In-Lieu Fees	\$757,630	2.02%
Miscellaneous	\$3,684	0.01%
Total	\$37,455,805	100.00%
Note: Based on unaudited accounts to June 30, 2021		
Source: City of Glendale, October 11, 2021		

Budget out (annual debt service and cash for capital projects) was the largest expense category, accounting for \$15,999,795 or 60.50% of all cash expenses (see Table 3). The second largest category was wages, benefits, & staff administrative costs, \$5,306,251 or 20.07%, followed by professional and contractual costs, \$4,063,709 or 15.37%, and equipment, supplies & maintenance with \$975,924 or 3.69% of the total. The remaining expenses are as follows: insurance at \$94,067 or 0.36%, advertising at \$4,098 or 0.02%, and miscellaneous at \$125 or <0.00%.

Table 3: GO Program Cash Expense Summary, FY 2020-21		
Source	Amount	Percentage
Professional & Contractual	\$4,063,709	15.37%
Wages, Benefits, & Staff Administrative Cost	\$5,306,251	20.07%
Advertising	\$4,098	0.02%
Equipment, Supplies, & Maintenance	\$975,924	3.69%
Insurance	\$94,067	0.36%
Miscellaneous	\$125	0.00%
Budget out	\$15,999,795	60.50%
Total	\$26,443,970	100.00%
Note: Based on unaudited accounts to June 30, 2021		
Source: City of Glendale, October 11, 2021		

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 (see Table 4).

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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, 2021	
Source: City of Glendale, October 11, 2021	

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 2021, \$58.66 million of the \$109.11 million in principal and interest remains to be paid through FY 2032 (see Table 5).

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 7-1-2021	(\$31,275,000)	(\$4,195,000)	(\$12,115,000)	(\$47,585,000)
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 6-30-2021	-	\$51,440,000	\$7,215,000	\$58,655,000
Note: Based on unaudited accounts to June 30, 2021				
Source: City of Glendale, October 11, 2021				

Status of GO Program

The status of all capital projects funded through the GO Program at the end of FY 2020 are listed below:

- **Northern Parkway** – The Northern Parkway corridor extends from Loop 303 to Grand Avenue. The parkway between Loop 303 and ¼-mile west of Dysart Road is complete and operational. The construction of frontage roads (both east and westbound) between Dysart and El Mirage roads including the bridge over the Agua Fria River is complete. This phase was under construction in FY 2020 and completed in FY 2021. Design of the El Mirage Alternative Access project which includes 129th Avenue from the westbound Northern Parkway frontage road to Butler Drive, and Butler Drive from 127th Avenue to Dysart Road was underway in FY 2021. 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. Implementation of these three intersection improvements will be contingent upon the available program funding after all other Northern Parkway phases have been funded. In FY 2021, the Northern Parkway project scoping studies were completed to identify the remaining transportation corridor needs. These studies addressed the segment between 99th Avenue and Grand Avenue, and the segment between Agua Fria River and 99th Avenue.
- **Ballpark Boulevard Phase II** – The initial phase of this project constructed Ballpark Boulevard as a three-lane roadway (one travel lane in each direction and a center turn lane), between the 99th Avenue/Maryland Avenue intersection and the existing Ballpark Boulevard along the Bethany Home Road alignment. Construction was completed in FY 2020. Phase II will construct the roadway to its ultimate configuration and tile the Roosevelt irrigation ditch. Work performed during FY 2021 involved design activities and land acquisition coordination related to the irrigation ditch.
- **Northern Parkway Cable Barrier 1** - This safety project involved the design and construction of a cable barrier in the median along Northern Parkway between Sarival Avenue and the 143rd Avenue bridge. The cable barrier reduces the severity of crashes caused by automobiles crossing over the freeway median. A majority of the project costs were funded through a MAG Highway User Revenue Fund Roadway Safety Program (HURF-RSP) grant. Some internal administration and coordination costs were funded using GO Program funds in FY 2021. The project was constructed in FY 2021.
- **63rd & Northern Ave Traffic Signal** - This project includes the design and construction of a new traffic signal at the intersection of 63rd Avenue and Northern Avenue. A majority of the project costs were funded through a HURF-RSP grant. Some internal administration and coordination costs were funded using GO Program funds in FY 2021. Construction of the traffic signal occurred during FY 2021.

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- **75th Avenue and Aspera Boulevard Improvements** - This project will construct infrastructure improvements to mitigate congestion in the vicinity of the 75th Avenue intersection with Aspera Boulevard. Upgrades will include the following improvements: median reconfiguration and street widening on Aspera Boulevard to add additional turn lanes onto 75th Avenue; wayfinding signage on Aspera Boulevard; restriping and signage on southbound 75th Avenue; signal modifications; and right-of-way acquisition. Preliminary design and coordination activities were performed in FY 2021 with design and construction planned for FY 2022.
- **Capital Bridge Repair** – This is an ongoing program. Activities during FY 2021 included deck joint repairs for the 59th Avenue bridge south of Thunderbird Road, repairs to address concrete spalling on the 67th Avenue bridge, and repairs related to concrete spalling on the Bell Road bridge over Skunk Creek.
- **Pavement Management Program** – This ongoing program provides various street pavement treatments across Glendale's roadway network. Specific activities include surface preparation, repairs and treatments, milling, and asphalt overlays. The type, intensity and frequency treatment is determined by the existing pavement condition, traffic volumes, and street type.
- **General Engineering Consultant** – Ongoing consultant support with scoping, design, and cost estimates towards potential external funding opportunities.
- **ITS Upgrades** – This project provides local match funds for federally funded Intelligent Transportation Systems (ITS) projects citywide. During FY 2021, ITS projects requiring matching funds included the Citywide Network Switch and CCTV Upgrades, Bell Road Adaptive Signal Control, and the Olive Avenue Adaptive Signal Control project.
- **New River Multi-Use Pathway** – Construction on the New River bicycle/pedestrian pathway from Northern Avenue to Bethany Home Road was completed in FY 2016. The finances on this project were not closed pending legal resolution between the Arizona Department of Transportation (ADOT) and the contractor. This matter while making progress, was not resolved in FY 2021.
- **Airport RPZ acquisition** – Land acquisition for the Runway Protection Zone at the Glendale Municipal Airport was completed in FY 2016. Glendale was partially reimbursed for these costs during FY 2021. Grant funds have been allocated for the remaining balance, and the City and ADOT are reconciling which expenses are eligible for this funding source.
- **Airport South Apron and Overflow Parking Pavement Stabilization** – The South Apron stabilization project involved crack sealing and seal coating to stabilize the pavement in the airplane tie-down area near the control tower, until a future reconstruction

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project can be implemented. This work was performed in the second quarter of FY 2021. The Airport's long term parking lot received similar treatment (fourth quarter of FY 2021) to prolong the life and quality of the pavement.

- **On Demand Microtransit Pilot Project** - This pilot project provided on-demand ride share service to residents in north Glendale for a specified period to assess the viability of establishing it as an on-going option. The service area included all parts of the city north of Thunderbird Road. The pilot project was initiated in March of 2020 and completed in December 2020 (FY 2021). The cost of the scheduling software was paid for by a Valley Metro grant for microtransit pilot projects. Glendale's pilot also leveraged city employees and city-owned buses that are funded through the GO Program to staff and operate the service during the pilot project.
- **Phase I of Flashing Yellow Arrow** – Phase I of this project involved the design and installation of Flashing Yellow Arrow equipment at 12 Glendale street intersections. The construction for this project was completed in early FY 2021 and involved the final four intersection locations. Improvements included the installation of poles, mast arms and the Flashing Yellow Arrow (FYA) signal heads. Reflective tape to improve visibility was also installed on the FYA signal heads at all 12 locations.
- **Phase II of Flashing Yellow Arrow** – The construction of this project included 15 street intersections. The project construction was fully completed in the third quarter of FY 2021.
- **Phase III of Flashing Yellow Arrow** – This phase involves 21 intersections. Federal funds for construction were awarded for FY 2022. Glendale issued the local match for the design costs in FY 2020 using GO Program funds. The design is 90% complete and will be finalized just prior to construction in FY 2022.
- **67th Avenue Bike Lanes** - This project will install bike lanes on 67th Avenue between Missouri Avenue and Cholla Street. Glendale was awarded federal funds for design and construction, requiring local matching funds from the GO Program. The project design initiated in FY 2021, and payment of the local share of the project administration and design costs was issued in the fourth quarter of FY 2021. Design activities will continue through FY 2022, and construction is currently programmed for FY 2024.
- **Sidewalk and Curb Improvements** – This project involved the design and construction of sidewalks along 67th Avenue from Glendale Avenue to Orangewood Avenue and along Orangewood Avenue from 67th Avenue to Grand Avenue. The design of the project was completed in FY 2019, construction occurred primarily in FY2020, and the project was finalized administratively in FY 2021.

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- **Central Core Sidewalks** - This project will close gaps in the sidewalk network near downtown Glendale. Glendale was awarded federal funds for design and construction, requiring local matching funds from the GO Program. The project design initiated in FY 2021, and payment of the local share of the project administration and design costs was issued in the fourth quarter of FY 2021. Design will continue through FY 2022, and construction is currently programmed for FY 2024.
- **Camelback Road Conduit and Fiber** – Construction for this project to install conduit, fiber optic cable, and CCTV was substantially completed during FY 2021.

The status of programs funded through the GO Program during FY 2021 are listed below:

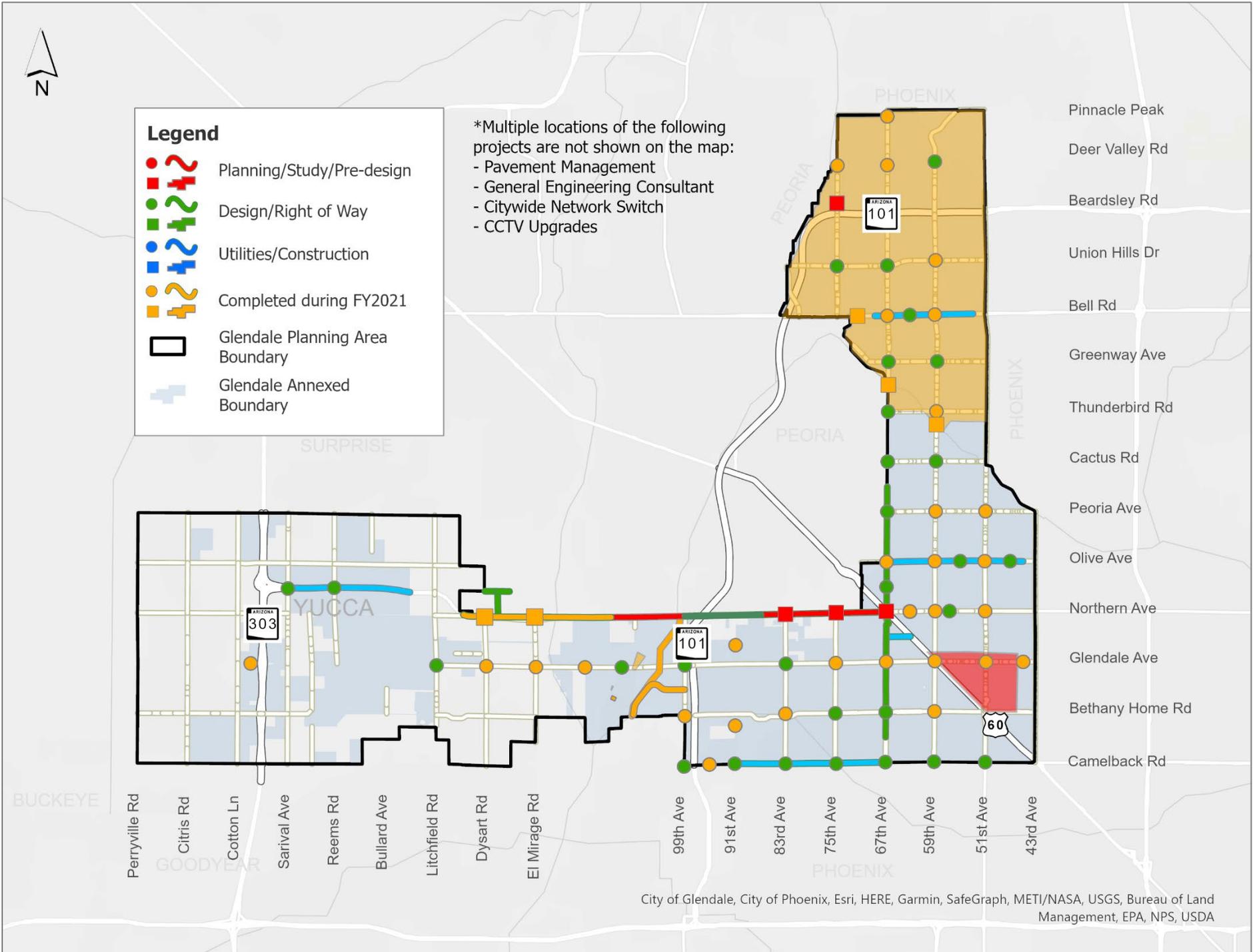
- **Vehicle Replacement Program** – Ongoing program to replace vehicles across multiple Transportation divisions.
- **Dial-A-Ride** for all residents and ADA Paratransit service for disabled individuals continue to be provided in Glendale. Regional ADA service now provides a transfer-less ride for disabled 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 offered at no-cost to the user.
- **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 and agreement with Valley Metro RPTA with operation of 12 local routes.
- **Ongoing travel demand management** efforts required as specified in the City’s approved Travel Reduction Program include:
 - “Travel Green” as an effort to reduce Single Occupancy Vehicle (SOV)
 - Bike to Work, walk to work, carpool, electric or hybrid vehicle, compressed work-week, tele-commute
 - Platinum Pass (bus & light rail bus card) 100% subsidy,
 - Offer Employee Incentives to those who participate as an Alternate Mode User (AMU) in the Travel Green Program

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- Guaranteed ride home for employees who use an alternate mode of transportation to/from work (this is in the event of illness, family emergency, or other unforeseen circumstances)
- Preferred parking where available for registered carpoolers
- Travel Reduction Program Survey,
- 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,
 - Be Safe Be Seen (Pedestrian Safety),
 - Driver Safety Messages,
 - Driver Awareness Program,
 - 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 16 dynamic message signs, 41 lane control signs, 159 closed circuit television cameras, 15 count stations, 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.

FY2021 Project Status Map

GO Program



Legend

- Planning/Study/Pre-design
- Design/Right of Way
- Utilities/Construction
- Completed during FY2021
- Glendale Planning Area Boundary
- Glendale Annexed Boundary

*Multiple locations of the following projects are not shown on the map:

- Pavement Management
- General Engineering Consultant
- Citywide Network Switch
- CCTV Upgrades

