

FY 2023 – 2032
Transportation Program



City of Glendale, Arizona
September 1, 2022

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ACKNOWLEDGEMENTS

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Appendix A – Program Details

1.0 Introduction

1.1 Overview

This is the annual update of the 10-Year Transportation Program. The program encompasses fiscal years 2023 through 2032. The update includes information on the Fiscal Year (FY) 2023 budget with updated revenues and costs for projects that are a part of the Capital Improvement Program (CIP) and programs that are a part of the operating budget. An update is completed annually during the City of Glendale budget process to ensure that priorities, project costs, and revenues reflect changing conditions.

The Transportation Sales Tax, or Glendale Onboard Program, is the focus of the update. The Transportation Sales Tax Program began in 2001 when voters approved a half-cent sales tax for transportation improvements in the City of Glendale. The Transportation Sales Tax Program has been implemented in accordance with commitments defined in the half-cent sales tax ballot.

1.2 Background

The Transportation Program was developed to guide and improve the City of Glendale’s transportation network. The main funding source in the program is the Transportation Sales Tax, which became established through the City Council Ordinance 2228 following the passage of Proposition 402 by the voters. The ballot initiative was titled:

An Ordinance for a Comprehensive Transportation Plan to Improve Traffic Flow, Relieve Traffic Congestion, Increase Transportation Choices, Reduce Air Pollution, Promote Economic Vitality, and Provide Regional Transit Connections.

The ballot specified that funding shall be used for transportation purposes such as the following:

1. Intersection Improvements
2. Street Projects
3. Expansion of Existing Bus Service
4. Increased Dial-a-Ride Service
5. Express Bus Service
6. Pedestrian and Bicycle Improvements
7. Airport Projects
8. Safety Improvements

Projects with additional funding sources identified in this report include:

- Airport Capital Grants (Fund 2190 CIP) – This fund is used to track grant project activity covered by the Federal Aviation Administration (FAA) and the Arizona Department of Transportation (ADOT).
- Transportation Grants (Fund 2060 CIP and Operations) - A Transportation Grant fund is used to track grant activity for projects covered by the Glendale Onboard

transportation program. Grant appropriation cannot be spent unless the City applies for and receives the corresponding grant monies. Arizona Lottery Fund (ALF) is one of the grants that fund some of the Transit operations.

1.3 Report Purpose, Scope, and Organization

The list of projects that are a part of the 10-Year program can be found in Appendix-A. This Report addresses the following elements, in the order shown:

- Status of Programs and Projects
- Program Management
- Funding Projections
- Cost Estimates
- List of projects that are a part of the 10-Year Transportation Program

2.0 Status of Projects & Programs

2.1 Overview

This section reviews the status of projects including those identified in the Transportation Sales Tax, Glendale Onboard Program, involving Transit, Streets, Bicycle and Pedestrian, Airport, and other related projects. Once capital projects are completed, assets may have ongoing operational expenses that are captured in the maintenance program.

2.2 Transit Projects and Services

Transit services and facilities in Glendale remain a major component of the Transportation Sales Tax Program. The ballot identified funds for park-and-rides and transit centers without specifying projects. Enhancement to public transportation was also identified.

Transit services as of FY2023 include:

1. Fixed Route Service contract with City of Phoenix and Valley Metro/RPTA for the operation of 12 local and two express bus routes and one limited-service route.
2. Bus service includes evenings and weekends.
3. Glendale Urban Shuttle (GUS Bus) includes three circulator routes in downtown and north-central Glendale at no cost to the user.
4. Dial-A-Ride including local Americans with Disabilities Act (ADA) paratransit and regional paratransit services continue to operate.
5. The taxi subsidy program provides enhanced transportation alternatives to residents with special medical needs.

Below is a breakdown of transit ridership information by service for **FY2022**:

- a. Dial-A-Ride – 38,270
- b. Glendale Urban Shuttles – 72,904
- c. Fixed Routes – 1,158,322
- d. Taxi Services – 3,038
- e. Regional Paratransit Service – 24,313
- f. Total Glendale transit – 1,296,847

Since 2001, the following transit capital projects have been completed with half-cent sales tax funding:

1. A parking facility on 91st Avenue, between Glendale Avenue and Northern Avenue
2. New transit management office at Myrtle Avenue and 63rd Avenue
3. Loop 101 and Glendale Avenue park-and-ride lot
4. Arrowhead Transit Center
5. One Bus stop accessibility improvement project was completed

In addition to projects that are complete, the following projects are programmed for funding:

1. North Glendale Park & Ride
2. Additional Bus Pullout project
3. Bus Stop Enhancements include improving accessibility

Transit involves the following operational budgets funded by Transportation Sales Tax:

1. Fixed Route
2. Dial-A-Ride
3. Transit Administration
4. Demand Management

2.3 Street Projects

The Glendale Onboard Program specified street improvements associated with 64 projects. Using Transportation Sales Tax Funding 57 projects are complete, 2 projects were completed in FY22, 8 projects are in progress, 15 projects were added, and 7 projects remain to be completed, and one project was removed from the list as indicated below.

Since 2001, the following street and intersection projects have been completed with Transportation Sales Tax funding:

1. 75th Ave from Rose Garden Ln to Deer Valley Rd
2. Bus bay on Union Hills Dr east of 59th Ave
3. Bridge crash barrier on northbound 83rd Ave at Loop 101 freeway
4. 83rd Ave scalloped street north of Bell Rd to Loop 101
5. Bridge crash barrier on westbound Thunderbird Rd west of 59th Ave
6. Safety improvements on Thunderbird Rd between 56th Ave and 57th Dr
7. Bridge crash barrier on westbound Cactus Rd west of 51st Ave
8. Bridge crash barrier on eastbound Cactus Rd west of 51st Ave
9. Intersection Improvements at 67th Ave and Peoria Ave
10. Traffic Management Center on 59th Ave between Olive Ave & Peoria Ave
11. Bus bay on 59th Ave north of Northern Ave
12. Street and sidewalk improvements on Northern Ave west of 43rd Ave
13. Street and sidewalk improvements on Bethany Home Rd between 47th Ave and 48th Ave
14. Bethany Home Rd between 91st Ave and 99th Ave
15. Maryland Ave between 95th Ave and 99th Ave, including a bridge over Loop 101
16. 95th Ave between Maryland Ave and Bethany Home Rd
17. 67th Ave intersections improvements at Bell Rd
18. 67th Ave intersections improvements at Glendale Ave
19. 67th Ave intersections improvements at Camelback Rd
20. 75th Ave intersections improvements at Glendale Ave
21. 75th Ave intersections improvements at Bethany Home Rd
22. 75th Ave intersections improvements at Camelback Rd

23. Median improvements on Grand Ave from 43rd Ave to 57th Dr
24. Scalloped Street improvements on Glendale Ave from 67th Ave to 91st Ave
25. Scalloped Street improvements on 75th Ave from Glendale Ave to the south of Bethany Home Rd
26. Scalloped Street improvements on 83rd Ave from Glendale Ave to Camelback Rd
27. Street widening on Greenbrier Dr from 59th Ave to 64th Ave
28. Street improvements on Glendale Ave from 43rd Ave to 67th Ave
29. 43rd Ave intersections improvements at Peoria Ave
30. 43rd Ave intersections improvements at Olive Ave
31. 43rd Ave intersections improvements at Northern Ave
32. 43rd Ave intersections improvements at Glendale Ave
33. 43rd Ave intersections improvements at Bethany Home Rd
34. 51st Ave intersections improvements at Peoria Ave
35. 51st Ave intersections improvements at Glendale Ave
36. Street widening on Myrtle Ave from 59th Avenue to 62nd Ave
37. 67th Ave intersections improvements at Thunderbird Rd
38. 67th Ave intersections improvements at Cactus Rd
39. 67th Ave intersections improvements at Olive Ave
40. 57th Ave bridge at Skunk Creek
41. 51st Ave and Northern Ave intersection improvements
42. 51st Ave and Camelback Rd intersection improvements
43. Northern Pkwy from Sarival Ave to Dysart Rd
44. Loop 101 HOV ramps at Maryland Ave
45. Grand Ave access control and beautification from 43rd Ave to 71st Ave
46. 67th Ave safety improvement at Missouri Ave
47. Northern Pkwy: landscaping between Sarival Ave and Dysart Rd, and grade separation bridges at Reems and Litchfield roads
48. Bethany Home Rd and 65th Ave HAWK safety improvements
49. 59th Ave and Olive Ave intersection safety improvement
50. Maryland Ave lane control signs and dynamic message signs between 91st Ave and 99th Ave
51. Data collection station installation and database development citywide.
52. 67th Ave ITS (Intelligent Transportation Systems) fiber
53. 51st Ave/Northern Ave/Olive Ave conduit and fiber installation
54. Flashing Yellow Arrow (FYA) at 12 arterial/arterial intersections
55. Ballpark Blvd I (Partially funded by sales tax and other funding sources)
56. Northern Parkway Cable Barrier 1
57. 63rd & Northern Ave Traffic Signal (Partially funded by sales tax and other funding sources)

Completed projects in FY2022

1. Camelback Rd conduit, fiber, and CCTV (Closed Circuit Television) cameras from 51st Ave to 91st Ave (partially funded by a grant)
2. Adaptive Signal Control Technology (ASCT) System. Olive Ave, Bell Rd (partially funded by a grant)

The following projects are funded by Transportation Sales Tax Program and are in progress in FY2023:

1. Network Switch and CCTV upgrade design/construction (partially funded by a grant)
2. 99th Ave (Cardinals Way to Camelback Rd) fiber project (partially funded by a grant)
3. Detection upgrades on 59th Ave and Glendale Ave (partially funded by a grant)
4. 75th Avenue and Aspera Boulevard Improvements
5. Pavement Management Program (PMP – partially funded by sales tax, ongoing)
6. Northern Pkwy improvements from Dysart Rd to Grand Avenue
7. Capital Bridge Repair Program (Ongoing)
8. FYA Phase II, at 21 intersections (Partially funded by Grant)

The following street projects were added to the FY23 program:

1. Olive Ave 59-67 Street Lights
2. Northern Parkway Cable Barrier 2
3. Sarival Ave / BHR
4. Sarival Ave / Glendale Ave
5. Infill Streetlights
6. 58th Ave/BHR
7. Speed Feedback Signs
8. Guardrail Update
9. Arterial Pavement Treatment
10. Arterial Reconstruction
11. 61st/Olive Traffic Signal Update
12. 53rd/Camelback New Hawk
13. TMC Upgrade
14. Extend Fiber Optic Network
15. Flashing Yellow Arrows Phase 5

Projects that need to be scheduled per the Glendale Onboard Program are identified below.

1. 59th Ave intersection at Camelback Rd
2. 59th Ave intersection at Bell Rd
3. 59th Ave intersection at Greenway Rd
4. 59th Ave intersection at Thunderbird Rd
5. 59th Ave intersection at Cactus Rd
6. 59th Ave intersection at Peoria Ave
7. 59th Ave intersection at Northern Ave
8. 51st Ave intersection at Bell Rd – This is a City of Phoenix controlled intersection at the boundary of Phoenix/Glendale. After analysis, no improvements within Glendale were deemed necessary

There was no change to the west Glendale CIP & O&M (operations & maintenance) identified in the program to start in FY24. This is to cover maintenance costs associated with future capital projects completed in the West Glendale area.

2.4 Bicycle and Pedestrian Projects

All Bicycle and Pedestrian projects included in the Glendale Onboard Program have been completed and are identified below. Grant matching funds are allocated in the program for future potential bicycle pedestrian enhancements.

Bicycle and Pedestrian projects completed include:

1. The path along 67th Ave between Isabell Ln and Pinnacle Peak Rd
2. Bridge over 71st Ave wash at Skunk Creek
3. Bike lanes on Cholla St west of 59th Ave
4. Bridge over Grand Canal at Missouri Ave and 79th Ave
5. Glendale Ave bridge widening at New River for a path
6. 51st Ave and Cactus Rd underpass at Arizona Canal/ Diversion Channel
7. 71st Ave channel pathway from Camino San Xavier to Skunk Creek
8. Downtown pedestrian enhancements
9. 51st Ave sidewalk and landscape improvements from north of Camelback Rd to the south of Grand Ave
10. Catlin Court Alley beautification
11. 63rd Ave bike lanes from Grand Ave to Olive Ave
12. Old Roma Alley pedestrian enhancements
13. 63rd Ave overpass at Loop101
14. Skunk Creek pathway under Union Hills Dr
15. Skunk Creek pathway under Bell Rd
16. New River pathway from Northern Ave to Bethany Home Rd
17. Maryland Ave spot improvements between 67th Ave and 83rd Ave
18. Grand Canal pathway from Loop 101 to New River
19. Downtown Alley pedestrian enhancements; to the alley west of 57th Ave between Glenn Dr and Glendale Ave
20. Myrtle Avenue Improvements from 62nd Ave to 65th Ave
21. New River north shared use pathway; along the east bank of New River north of Hillcrest Blvd to drainage channel north of Paraiso Dr, and across the river to the west bank
22. 55th Ave widening on the Westside for bike lanes and sidewalk; south of Cactus Road to the north of Riviera Dr
23. Neighborhood connections to shared use pathways; connect multiuse pathway along Arizona Canal Diversion Channel to neighborhood bike routes at Sweetwater Ave, Hearn Rd, and Sunset Vista Park; and connect multiuse pathway along Skunk Creek to neighborhood bike route at 71st Ave
24. Camelback Rd Northside sidewalk from 79th Ave to 83rd Ave
25. Paradise Ln Northside sidewalk from 55th Ave to 59th Ave

26. 67th Ave sidewalks from Glendale Ave to Orangewood Ave and Orangewood Ave sidewalks from 67th Ave to Grand Ave

The following Bicycle and Pedestrian projects were under Design in FY2022 and are in the final design stage as of FY23, paid in part by grant and transportation Sales Tax funding:

1. Central Core Sidewalk Gaps – Installation of continuous sidewalks along Palmaire Avenue on the north, 46th Avenue on the east, Bethany Home Road on the north, and Grand Avenue on the west.
2. 67th Avenue Bike Lanes – Installation of bike lanes on 67th Ave between Missouri Ave and Cholla Street

Additions to the FY23 program include:

1. Maryland Active Transportation Improvement - Project to install sidewalks and bike lanes in the area immediately south of downtown Glendale.
2. Missouri Active Transportation Improvement - Project to install sidewalks and bike lanes in the area immediately west of Grand Avenue.
3. Infill Sidewalk – Project to install approximately one mile of new sidewalk in the city each year.

2.5 Airport

Airport capital projects are also a part of the Transportation Sales Tax Program. The ballot identified funds for the Glendale Airport for enhancements and economic development with no specific projects.

Funds are used to leverage FAA and ADOT funds by using Glendale's half-cent sales tax monies as a match. The local match is in general about 5% to FAA/ADOT funding of about 95% of the project cost.

The following airport projects have been completed to date:

1. STAR (Standard Terminal Arrival Route) air control system
2. Pavement preservation-avigation easement
3. Airport eastside access road
4. Security fence replacement.
5. Airport property (Rivera) acquisition
6. Airport Master Plan update
7. Eastside parallel taxiway connector
8. Airport tower and radio upgrade
9. Improved Runway Safety Area (RSA) (Dust, weed, and erosion control for runway and taxiway)
10. Runway extension
11. Airport blast pad and blast fence
12. Airport RPZ land Environmental Assessment (EA)
13. Asphalt apron and lighting improvements
14. Airport Layout Plan (ALP) narrative

15. Airport Runway Protection Zone (RPZ) land (Conair) acquisition
16. North Apron pavement rehabilitation
17. Airport Weather Reporting Equipment (AWOS)

The following projects are in progress in FY2023:

1. Taxiway Pavement Rehab & Preserve – This project includes the rehabilitation of the existing Taxiway Alpha, approximately 47,224 square yards, the reorientation of Taxiway A4 & A6, and the addition of stabilized shoulders along taxiway A.

The following projects are identified in the FY2023 program to be funded by Transportation Sales Tax:

1. Airport Matching Funds
2. Airside Pavement Maintenance
3. Airport Design Standards
4. Airport Auto Parking Lots
5. Facilities Aesthetic Upgrade Study

The following projects are planned to be funded partially by Transportation Sales Tax grant matching funds and airport grants:

1. South Apron Phase 1 Pavement Recons
2. South Apron Phase 2 Rehabilitation
3. Runway Rehabilitation
4. Airport Environmental Assessment for Channelization and Wildlife Hazard Management Plan (WHMP)
5. Airport Security Fencing
6. Southwest Apron Design / Construct
7. Airport Planning Study
8. Airport Master Plan Study
9. Airport Building Construction Study
10. East Side Development
11. Airport - DBE Study

2.6 Other Projects and Programs

Ongoing programs funded by Transportation Sales Tax include Neighborhood Traffic Mitigation, Transportation Systems Management (TSM), Travel Demand Management (TDM), Program Education (includes bicycle coordination, Transit marketing, and Traffic Education), indirect costs, debt service payments, and administration of the Transportation Sales Tax Program. Each of these programs has been established and funds are committed to continuing them over the next 10 years.

In addition, the following projects are identified in the FY 2023-2032 Transportation Program:

12. Glendale Operations Campus Phase I
13. Fleet Management Shop Equipment Replacement

- 14. Glendale Operations Campus Phase II
- 15. Vehicle Replacement
- 16. Transp. Prog. Engr. Consultant
- 17. Transportation Plan

3.0 Program Management and Financial Perspective

3.1 Overview

Financial management is an essential aspect of the Program to ensure that revenues and expenditures are in balance and citizens are notified of changes to the program. Through City Council Ordinance 2241, the Citizens Transportation Oversight Commission (CTOC) was established to oversee the Transportation Sales Tax Program and provide guidance in the development and progress of the Transportation Program.

3.2 Program Management Oversight

To implement the Transportation Program, program management is needed. The program management process monitors and modifies the Program as appropriate. These activities have included the following:

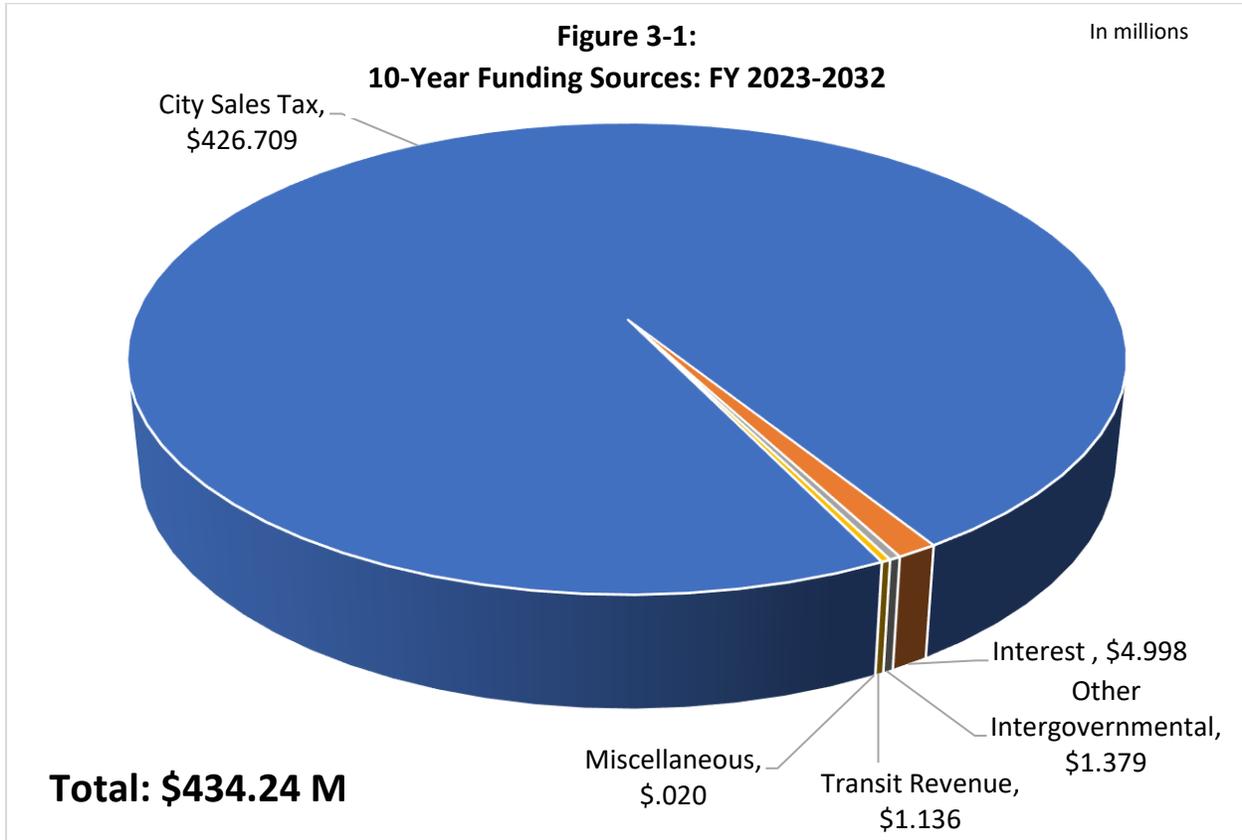
- Monthly CTOC meetings
- Bi-weekly meetings with the General Engineering Consultant
- Monthly meetings with the City Engineering staff to coordinate efforts on Transportation Program projects
- Monitoring Program accounting fund
- Annual financial report
- Preparing a financially balanced long-range program of projects
- Annual financial audits
- Performance audit on Transportation Sales Tax every three years
- Coordination and communication with the Budget and Finance Department
- Monthly Coordination meetings with Transportation Project Managers and Engineering Department Staff

3.3 Financial Forecast

The Transportation Program's financial projections are consistent with the financial forecast developed by the City of Glendale's Budget and Finance Department. As indicated by the Budget and Finance Department, forecasting refers to estimating future values of revenue and expenditures. It provides an estimate of how much revenue will be available and the resources required to meet current service levels over the forecast period, along with an understanding of how the total financial program will be affected by economic factors.

The forecasting methodology completed by the Budget and Finance Department reflects a combination of internal analysis covering such factors as a development activity, retail sales, state and local economies, and inflation. Specifically, for revenue forecasts, past revenues are analyzed and used to model future revenues based on the prior year's patterns and anticipated trends. The Transportation Sales Tax average inflation rate for the first five years of revenues (FY2023-2027) is approximately 1.3% and for FY2028-2032, approximately .42%.

The revenue forecast in the chart below represents the estimated overall funding for the 10-year period, without including the fund balance, totaling approximately \$434.24 million. The estimated fund balance starting FY2023 was \$81.36 million. This totals **\$515.6 million** in projected funding.



The chart below reflects the revenue changes from the prior FY2022 program:

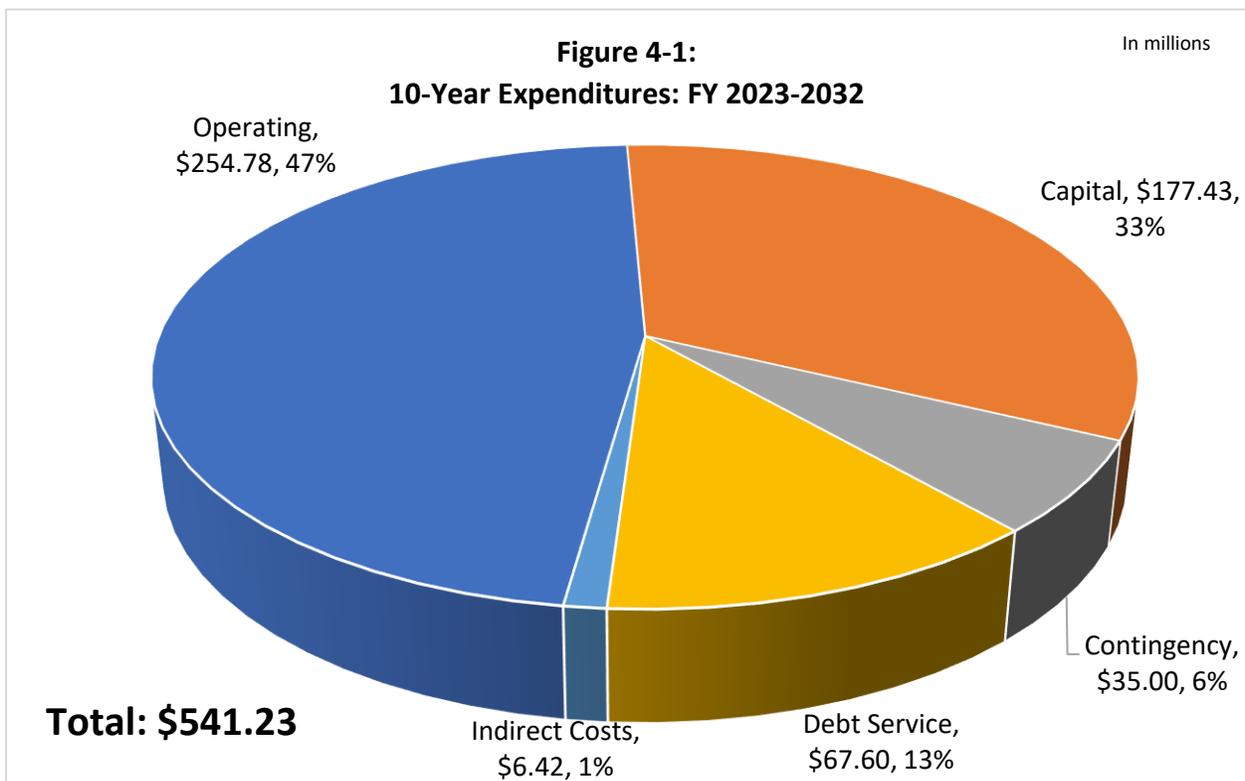
Funding Source	FY2022-2031 Program	FY2023-2032 Forecast	Difference	
			Amt.	Pct.
Transportation Sales Tax	\$364.23	\$434.24	\$69.85	19.22%

4.0 Program Costs and Project Schedules

4.1 Overview

The estimated total cost of the FY 2023-2032 Program of Projects is **\$506.23 million** and **\$541.23 million** including contingency. About 47% or \$254.78 million of the costs is allocated to operations, 33% or \$177.43 million for capital, 13% or \$67.6 million for debt service payments, 1% or 6.42 million for indirect costs, and 6% or \$35 million for contingency.

The average inflation factor used for Transportation Sales Tax for the 10-Year operating program costs is 5%. Operational costs include salaries, benefits, contracts, and supplies among others, to support necessary services. Costs associated with capital projects include planning, design, construction, and related costs for the development of transportation projects. The FY22 program of projects did not include a CIP inflation factor. However, the FY23 was updated to include CIP inflation factors as follows: Pavement Management 7% for FY23 and 2% ongoing; Vehicle Replacement 4% ongoing and the rest of the projects 20% FY23, -10% FY24 and 2% ongoing after that. Debt service obligations of approximately \$6.7 million annually have been incorporated into the program, with payments ending in FY2032. Contingency is identified for unforeseen circumstances and may be used with Council approval. Indirect costs are charges for services provided by the General Fund department.



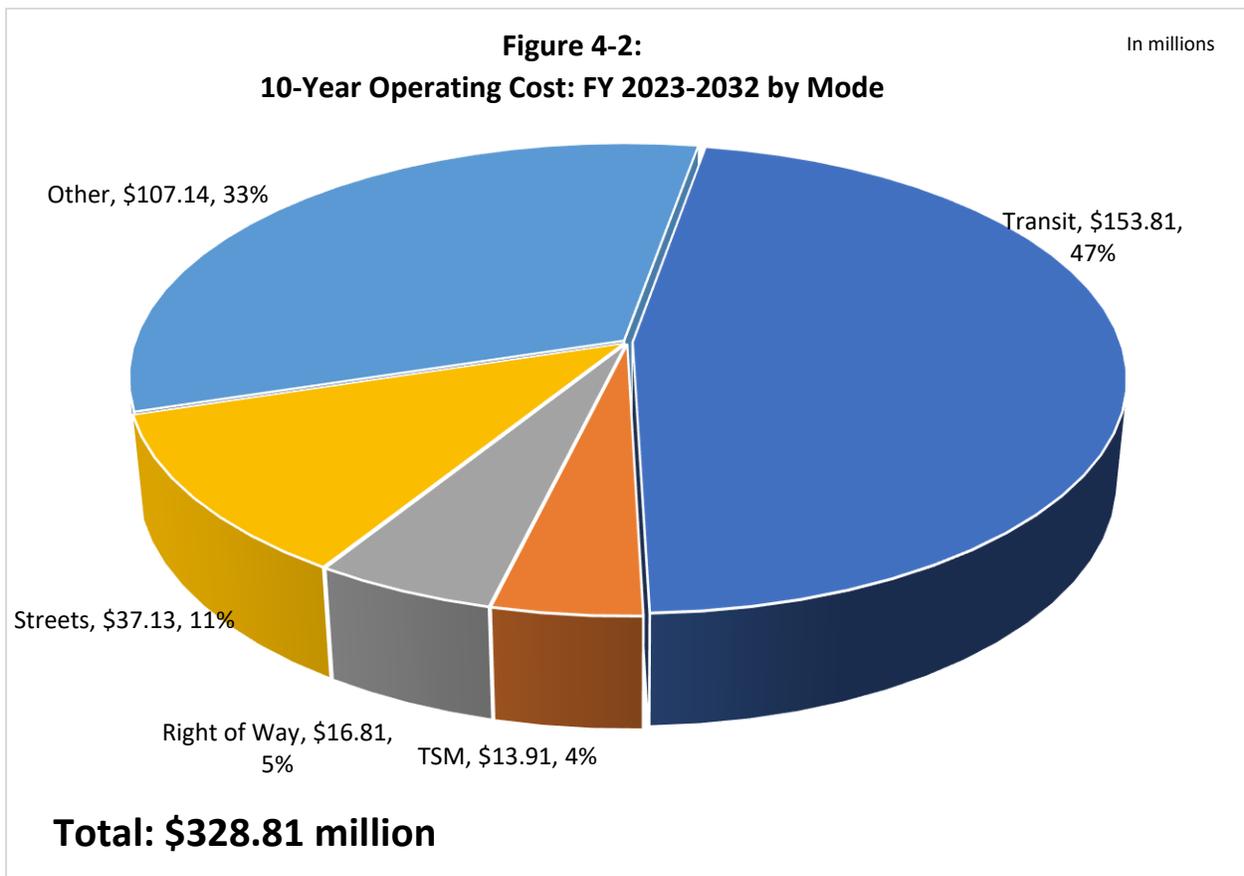
The table below indicates changes from the prior FY2022 program:

In millions Cost	FY2022-31 Program	FY2023-32 Forecast	Difference	
			Amount	Pct.
Operating	\$216.95	\$254.78	\$37.83	17%
Capital	\$122.67	\$177.43	\$54.76	45%
Contingency	\$10.00	\$35.00	\$25.00	250%
Debt Service	\$67.09	\$67.60	\$.52	1%
Indirect Costs	\$12.02	\$6.42	-\$5.60	-47%
Total:	\$428.72	\$541.23	\$112.51	26%

Capital costs in this table include estimated carryover. Carryover is adjusted as the budget process moves forward. The final carryover amount is identified after the fiscal year is closed. Overall, the proposed 10-year program is \$112.51 million higher (26%) in cost than the previous FY2022-2031 program.

4.2 Operation and Maintenance Program Updates

The estimated operational costs per mode are shown in Figure 4-2. Figure 4-2 shows costs for Contingency, Indirect services, and Debt under the Other category.



Changes from the prior FY2022 program are indicated in the following chart.

Mode	FY2022-31 Program	FY2023-32 Forecast	Difference	
			Amount	Pct.
Transit	\$151.39	\$153.81	\$2.42	2%
TSM	\$9.01	\$13.91	\$4.90	54%
Right of Way	\$9.45	\$16.81	\$7.36	78%
Streets	\$31.68	\$37.13	\$5.45	17%
Other	\$103.36	\$107.14	\$3.78	4%
Total:	\$304.89	\$328.81	\$23.92	8%

Below are the changes and planned supplemental requests for additional services in the operating budget. Other supplemental requests include Glendale Onboard Triannual Audit FY24, FY27, FY30, and West Glendale CIP O&M starting in FY24.

FY 2023

Supplemental	Amount
• GO Street Light Mgmt. - Maint. & Electricity	\$ 2,600
• CIP O&M - Contracts & Water	\$ 75,400
• Traffic Mitigation - Contracts & Supplies	\$ 50,000
• TMC Advance Traffic Mgmt. System Upgrade (one time)	\$ 370,000
• New FTE - Intelligent Transp. Systems Analyst	\$ 101,290
• New FTE - Transportation GIS Technician	\$ 92,578
• New FTE - Transportation Deputy Director	\$ 169,085
• New FTE - Transportation Financial Analyst	\$ 106,987
• New FTE - Transit Dispatcher Router - Temp to FTE	\$ 58,826
• Transport Sales Tax Risk Post Incident Repairs	\$ 200,000
• CIP O&M Citywide Right-of-Way Landscape Refresh Program	\$ 150,000
• Internally Illuminated Street Name Signs, Signs & Markings	\$ 40,000
TOTAL:	\$ 1,416,766

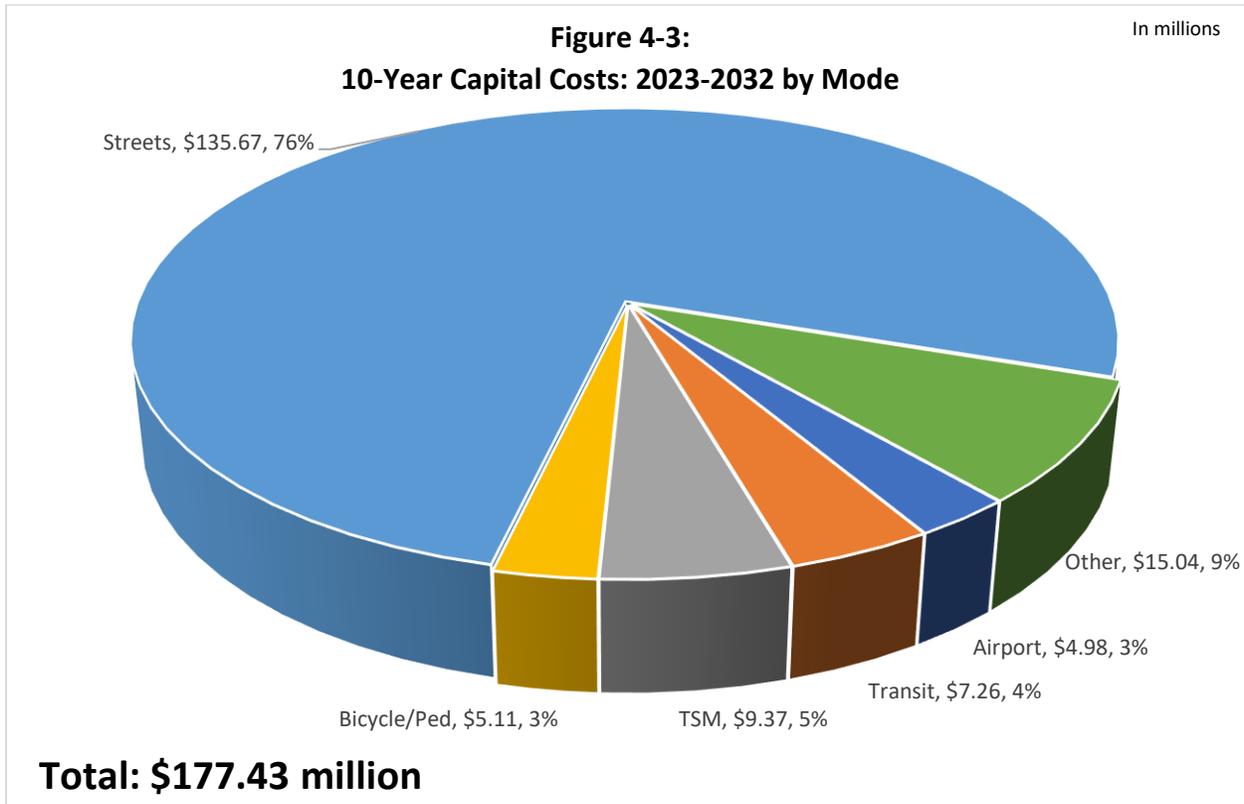
FY 2024

Supplemental	Amount
• New FTE - Transportation Deputy Director	\$ 169,085
• Convert (6) Temps to FTEs, Dial-A-Ride	\$ 316,599
• New FTE (2) - Traffic Signal Technician	\$ 148,576
• New FTE - Signs Markings Service Worker	\$ 58,826
• New truck- Graffiti Truck (One time)	\$ 47,000
• New FTE - Graffiti Service Worker	\$ 58,826
• New FTE - ITS Analyst	\$ 95,010
• RT 60 Extension -Transit Service Bethany Home Road	\$ 344,611
• RT 186 Frequency Enhancement - Transit Union Hills	\$ 338,600
• Bus Stop Maintenance	\$ 150,000
• Signal Pole Painting Program	\$ 33,833
• Sign Replacement Program, Signs & Markings	\$ 225,000
• Internally Illuminated Street Name Signs, Traffic Signals	\$ 335,000
• CIP O&M Citywide Right-of-Way Landscape Refresh	\$ 50,000
• Transportation Plan \$1M every 5 yrs. Starting FY2024	\$ 1,000,000
• Right-of-Way Landscaping additional per year. FY24-26	\$ 700,000
TOTAL:	\$ 4,070,966

4.3 Capital Improvement Program Updates

The proposed capital program is estimated to cost \$177.43 million. Street projects account for 78% or \$158.28 million; airport projects account for 9% or \$18.36 million, other projects, including projects such as vehicle replacements, engineering consultant, and campus renovation project, accounts for 7% or 13.79 million; Transit projects account for 2% or \$4.75 million; Bicycle/Pedestrian projects account 2% or \$4.73

million and TSM projects account for 1% or \$2.5 million. Airport, transit, bicycle/pedestrian, and TSM funding amounts also include grant match.



Changes from the prior program are indicated in the following chart.

In millions Mode	FY2022-31 Program	FY2023-32 Forecast	Difference	
			Amount	Pct.
Airport	\$4.16	\$4.98	\$0.82	20%
Transit	\$5.90	\$7.26	\$1.36	23%
TSM	\$3.17	\$9.37	\$6.20	196%
Bicycle/Ped	\$3.61	\$5.11	\$1.50	42%
Streets	\$93.99	\$135.67	\$41.68	44%
Other	\$11.84	\$15.04	\$3.20	27%
Total:	\$122.67	\$177.43	\$54.76	45%

The draft CIP was updated to reflect more recent cost estimates and schedules. As indicated, inflation factors were also added to the CIP. Specific changes include:

- Request to add the following projects funded by Transportation Sales Tax for these 10 years:
 - Facilities Aesthetic Upgrade Study
 - Fleet Management Shop Equipment Replacement
 - Olive Ave 59-67 Street Lights
 - 61st/Olive Traffic Signal Update

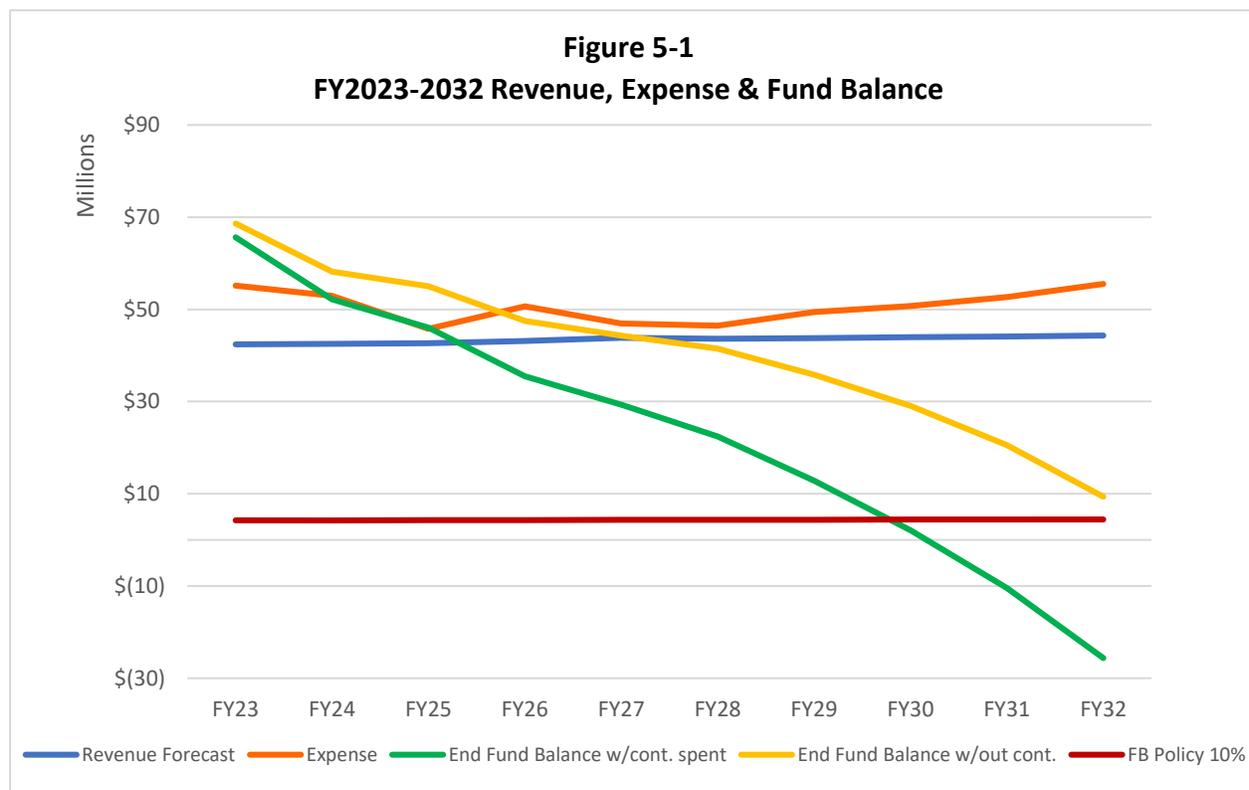
- 53rd/Camelback New Hawk
- Northern Parkway Cable Barrier 2
- TMC Upgrade
- Maryland Active Transportation Improvement
- Missouri Active Transportation Improvement
- Sarival Ave / BHR
- Sarival Ave / Glendale Ave
- Infill Streetlights
- 58th Ave/BHR
- Extend Fiber Optic Network
- Speed Feedback Signs
- Infill Sidewalk
- Guardrail Update
- Arterial Pavement Treatment
- Arterial Reconstruction
- Flashing Yellow Arrows Phase 5

5.0 10 - Year Program and Process

5.1 Program 10-Year Summary

The 10-Year Transportation Program revenue forecast is \$434 million. The estimated beginning fund balance in FY2022 is \$81 million. The total estimated cost is \$506 million, not including contingency. Based on revenues and expenditures, the remaining fund balance is estimated to be \$9.37 million after the 10 years years years. The complete 10-Year projects and programs are listed in Appendix A.

Figure 5-1 below represents the 10-Year summary for the Transportation Sales Tax fund. This graphic includes capital, operating expenditures, and remaining fund balance. The ending fund balance if contingency were spent is approximately \$-25.6 million and if contingency were not used during the 10-year period, a remaining balance would be \$9.37 million. The program is monitored as well as updated on an annual basis to maintain a balanced program. The City of Glendale has a 10% fund balance policy for this fund. If contingency were to be used, the fund balance would not be met in FY2032. However, if the contingency is not used, then the fund balance policy would be met for the 10-year period.



FY2023-2032 TRANSPORTATION SALES TAX PROGRAM

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	FUNDING			FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY2023-2032
2	City Sales Tax			\$ 41,418,288	\$ 41,533,579	\$ 41,689,718	\$ 42,183,036	\$ 42,904,336	\$ 42,986,880	\$ 43,190,416	\$ 43,394,971	\$ 43,600,547	\$ 43,807,152	\$ 426,708,923
3	Transit Revenue			\$ 87,166	\$ 95,000	\$ 100,000	\$ 110,000	\$ 124,000	\$ 124,000	\$ 124,000	\$ 124,000	\$ 124,000	\$ 124,000	\$ 1,136,166
4	Interest			\$ 622,838	\$ 591,696	\$ 562,111	\$ 534,006	\$ 507,305	\$ 481,940	\$ 457,843	\$ 434,951	\$ 413,203	\$ 392,543	\$ 4,998,438
5	Other Intergovernmental			\$ 275,796	\$ 275,796	\$ 275,796	\$ 275,796	\$ 275,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,378,980
6	Miscellaneous			\$ 4,098	\$ 4,098	\$ 4,098	\$ 4,098	\$ 4,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,489
7	FUNDING FORECAST TOTAL (From Budget, January 2022):			\$ 42,408,186	\$ 42,500,169	\$ 42,631,723	\$ 43,106,935	\$ 43,815,535	\$ 43,592,820	\$ 43,772,260	\$ 43,953,922	\$ 44,137,751	\$ 44,323,695	\$ 434,242,996
8														
9	CAPITAL COSTS	Project #	CARRYOVER	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY2023-2032
10	AVIATION													
11	AIRSIDE PAVEMENT MAINTENANCE	CIPAP21012	\$ 48,116	\$ 187,251	\$ 190,994	\$ 194,815	\$ 198,711	\$ 202,685	\$ 206,739	\$ 210,873	\$ 215,091	\$ 219,393	\$ 223,783	\$ 2,098,451
12	AIRPORT DESIGN STANDARDS	CIPAP22002	\$ 88,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,977
13	AIRPORT AUTO PARKING LOTS	CIPAP22003	\$ 35,000	\$ 558,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 593,000
14	FACILITIES AESTHETIC UPGRADE STUDY	CIPAP23046	\$ -	\$ 249,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,120
15	AIRPORT MATCHING FUNDS	CIPAP65078	\$ 185,976	\$ 181,001	\$ 162,001	\$ 165,240	\$ 168,545	\$ 171,917	\$ 175,355	\$ 178,862	\$ 182,440	\$ 186,088	\$ 189,822	\$ 1,947,248
16	TOTAL:		\$ 358,069	\$ 1,175,372	\$ 352,995	\$ 360,055	\$ 367,256	\$ 374,602	\$ 382,094	\$ 389,736	\$ 397,531	\$ 405,481	\$ 413,604	\$ 4,976,795
17	STREETS & HIGHWAY													
18	CAPITAL PAVEMENT MANAGEMENT	CIPST19006	\$ 200,000	\$ 9,710,250	\$ 9,904,455	\$ 10,102,544	\$ 10,304,596	\$ 10,510,688	\$ 10,720,902	\$ 10,935,320	\$ 11,154,026	\$ 11,377,107	\$ 11,604,645	\$ 106,524,532
19	CAPITAL BRIDGE REPAIR PROGRAM	CIPST19048	\$ 183,321	\$ 300,000	\$ 270,000	\$ 275,400	\$ 280,907	\$ 286,526	\$ 292,257	\$ 298,102	\$ 304,064	\$ 310,145	\$ 316,348	\$ 3,117,069
20	75TH AVENUE ASPERA IMPROVEMENTS	CIPST21014	\$ 431,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,979
21	OLIVE AVE 59-67 STREET LIGHTS	CIPST23014	\$ -	\$ 53,950	\$ 13,789	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,739
22	NORTHERN PARKWAY CABLE BARRIER 2	CIPST23017	\$ -	\$ 155,625	\$ 1,042,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,198,375
23	SARIVAL AVE / BHR	CIPST23047	\$ -	\$ 124,560	\$ 967,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,092,456
24	SARIVAL AVE / GLENDALE AVE	CIPST23048	\$ -	\$ 124,560	\$ 967,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,092,456
25	INFILL STREETLIGHTS	CIPST23049	\$ -	\$ -	\$ 168,156	\$ 493,627	\$ 503,499	\$ 513,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,678,851
26	58th AVE/BHR	CIPST23050	\$ -	\$ -	\$ 89,683	\$ 679,643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 769,326
27	SPEED FEEDBACK SIGNS	CIPST23052	\$ -	\$ 90,000	\$ 81,000	\$ 82,620	\$ 84,273	\$ 85,958	\$ 87,677	\$ 89,431	\$ 91,219	\$ 93,044	\$ 94,904	\$ 880,126
28	GUARDRAIL UPDATE	CIPST23054	\$ -	\$ 120,000	\$ 108,001	\$ 110,160	\$ 112,363	\$ 114,611	\$ 116,903	\$ 119,241	\$ 121,626	\$ 124,058	\$ 126,539	\$ 1,173,502
29	ARTERIAL PAVEMENT TREATMENT	CIPST23055	\$ -	\$ 1,605,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,605,001
30	ARTERIAL RECONSTRUCTION	CIPST23056	\$ -	\$ 8,841,362	\$ 3,706,776	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,548,138
31	NORTHERN PARKWAY	CIPST65016	\$ 138,501	\$ 670,000	\$ 670,000	\$ 670,000	\$ 670,000	\$ 670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,488,501
32	TOTAL:		\$ 953,801	\$ 21,795,308	\$ 17,990,402	\$ 12,413,994	\$ 11,955,638	\$ 12,181,352	\$ 11,217,738	\$ 11,442,093	\$ 11,670,935	\$ 11,904,354	\$ 12,142,435	\$ 135,668,050
33	BICYCLE & PEDESTRIAN													
34	BIKE PROJECTS (MATCH)	CIPST20022	\$ -	\$ -	\$ -	\$ 143,208	\$ 146,072	\$ 148,994	\$ 151,974	\$ 155,013	\$ 158,114	\$ 161,276	\$ 164,499	\$ 1,229,150
35	CENTRAL CORE SIDEWALK GAPS	CIPST21015	\$ 380,582	\$ -	\$ 226,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,102
36	67TH AVENUE BIKE LANES	CIPST21016	\$ 755,788	\$ -	\$ 504,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,260,001
37	MARYLAND ACTIVE TRANSPORTATION IMPROVEMENT	CIPST23019	\$ -	\$ 15,942	\$ -	\$ 95,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,097
38	MISSOURI ACTIVE TRANSPORTATION IMPROVEMENT	CIPST23020	\$ -	\$ 22,487	\$ -	\$ 123,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,765
39	INFILL SIDEWALK	CIPST23053	\$ -	\$ 180,000	\$ 162,000	\$ 165,241	\$ 168,544	\$ 171,916	\$ 175,354	\$ 178,861	\$ 182,439	\$ 186,087	\$ 189,809	\$ 1,760,252
40	TOTAL:		\$ 1,136,370	\$ 218,429	\$ 892,733	\$ 526,882	\$ 314,616	\$ 320,910	\$ 327,328	\$ 333,875	\$ 340,552	\$ 347,363	\$ 354,308	\$ 5,113,367
41	TRANSPORTATION SYSTEMS MANAGEMENT (TSM)													
42	INTELLIGENT TRANSPORTATION SYSTEMS UPGRADES	CIPST65005	\$ 543,300	\$ 228,000	\$ 205,200	\$ 209,304	\$ 213,491	\$ 217,760	\$ 222,115	\$ 226,558	\$ 231,089	\$ 235,710	\$ 240,423	\$ 2,772,950
43	FLASHING YELLOW ARROWS	CIPST20012	\$ 539,729	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 539,729
44	61ST/OLIVE TRAFFIC SIGNAL UPDATE	CIPST23015	\$ -	\$ 50,423	\$ 9,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,671
45	53RD/CAMELBACK NEW HAWK	CIPST23016	\$ -	\$ 112,050	\$ 390,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502,217
46	TMC UPGRADE	CIPST23018	\$ -	\$ -	\$ -	\$ 228,692	\$ 2,013,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,242,690
47	EXTEND FIBER OPTIC NETWORK	CIPST23051	\$ -	\$ 249,120	\$ 645,264	\$ 658,169	\$ 671,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,223,885
48	FLASHING YELLOW ARROWS PHASE 5	CIPST23057	\$ -	\$ -	\$ -	\$ -	\$ 104,970	\$ 924,426	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,029,396
49	TOTAL:		\$ 1,083,029	\$ 639,593	\$ 1,249,879	\$ 1,096,165	\$ 3,003,791	\$ 1,142,186	\$ 222,115	\$ 226,558	\$ 231,089	\$ 235,710	\$ 240,423	\$ 9,370,538
50	TRANSIT													
51	BUS PULLOUTS	CIPST65006	\$ 150,000	\$ 360,000	\$ 324,000	\$ 330,479	\$ 337,089	\$ 343,831	\$ 350,708	\$ 357,722	\$ 364,876	\$ 372,174	\$ 379,619	\$ 3,670,498
52	NORTH GLENDALE PARK & RIDE PROJECT	CIPTR21013	\$ 1,151,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,151,581
53	BUS STOP ENHANCEMENTS	CIPTR22069	\$ 100,000	\$ 240,000	\$ 216,001	\$ 220,320	\$ 224,726	\$ 229,221	\$ 233,145	\$ 237,132	\$ 241,187	\$ 245,311	\$ 249,500	\$ 2,436,543
54	TOTAL:		\$ 1,401,581	\$ 600,000	\$ 540,001	\$ 550,799	\$ 561,815	\$ 573,052	\$ 583,853	\$ 594,854	\$ 606,063	\$ 617,485	\$ 629,118	\$ 7,258,622
55	OTHER													
56	GLENDALE OPERATIONS CAMPUS Phase I	CIPFC19016	\$ 300,000	\$ 837,940	\$ 1,632,952	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,770,892
57	FLEET MANAGEMENT SHOP EQUIPMENT REPLACEMENT	CIPFC23028	\$ -	\$ 4,853	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,853
58	GLENDALE OPERATIONS CAMPUS Phase II	CIPFC23041	\$ -	\$ -	\$ 39,656	\$ 574,287	\$ 2,915,165	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,529,108
59	VEHICLE REPLACEMENT	CIPST20013	\$ 773,396	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,052	\$ 3,894,974
60	TRANSP. PROG. ENGR. CONSULTANT	CIPTR65022	\$ 16,000	\$ 270,000	\$ 275,000	\$ 275,000	\$ 280,000	\$ 280,000	\$ 285,000	\$ 285,000	\$ 290,000	\$ 290,000	\$ 295,000	\$ 2,841,000

