



FY 2013 Annual Report*

City of Glendale, Arizona

March 6, 2014

*Includes FY 2013 close out information through June 30, 2013

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ACKNOWLEDGMENTS

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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 was presented to CTOC in September 2013. This report addresses fiscal year 2013 financial condition, and updates project completions to date. This is the twelfth annual GO report.

FY 2013 FINANCIAL CLOSE

During fiscal year 2013 of operation, the GO Program Fund began on July 1, 2012 with a balance of \$31,318,809 (see Table 1). Also, during fiscal year 2013, the Fund received \$23,709,567 in revenues and incurred \$25,473,169 in expenses; this amount of expenditure is an increase of \$8,510,539 from fiscal year 2012. The ending balance on July 1, 2013, was \$29,555,208.

Balance Forward (July 1, 2012)	\$31,318,809
Revenue	\$23,709,567
Expense	(\$25,473,169)
Balance Ending (June 30, 2013)	\$29,555,208
Note: Based on unaudited accounts to June 30, 2013 Source: City of Glendale, November 14, 2013	

Sales tax, collected during fiscal year 2013, was the largest contributor to the GO Program fund, with revenue of \$21,690,933, or 91.49%, of total revenue (see Table 2, below). The second largest inflows came from Budget, which is mostly general funds in the amount of \$927,393, or 3.91% of the total. The third largest inflow came from grant revenues at \$648,275 or 2.73%, most of which is a reimbursement from Regional Public Transportation Authority (RPTA) for ADA service expenditure in Glendale. Miscellaneous revenues were the fourth largest source of funds, with \$222,507 or 0.94%. The remaining \$220,459 or 0.93% of revenue was contributed by interest income, and transit fare box.

Table: 2: GO Program Revenue Summary, FY 2012-13		
Source	Amount	Percentage
Sales Tax	\$21,690,933	91.49%
Budget	\$927,393	3.91%
Interest	\$92,919	0.39%
Grant	\$648,275	2.73%
Disposal of Asset	\$-	0.00%
Fare box	\$127,540	0.54%
Miscellaneous	\$222,507	0.94%
Rental Income	\$-	0.00%
Total	\$23,709,567	100.00%
Note: Based on unaudited accounts to June 30, 2013 Source: City of Glendale, November 14, 2013		

Budget out (annual debt service and cash for capital projects) was the largest expense category, accounting for \$16,405,858 or 64.40% of total expense (see Table 3). The second largest category was wages, benefits, & staff administrative cost with \$4,467,273 or 17.54% of the total, professional & contractual was third with \$3,425,415 or 13.45% of the total. Equipment, supplies & maintenance was fourth with \$1,077,557 or 4.23% and remaining \$97,066 or 0.38% of the total was insurance and grants related expenses.

Table: 3: GO Program Cash Expense Summary, FY 2012-13		
Source	Amount	Percentage
Professional & Contractual	\$3,425,415	13.45%
Wages, Benefits, & Staff Administrative Cost	\$4,467,273	17.54%
Equipment, Supplies, & Maintenance	\$1,077,557	4.23%
Grant Expense	\$48,371	0.19%
Insurance	\$48,695	0.19%
Budget out	\$16,405,858	64.40%
Total	\$25,473,169	100.00%
Note: Based on unaudited accounts to June 30, 2013 Source: City of Glendale, November 14, 2013		

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 2014. All GO Program capital projects until the next bond issuance will be funded with cash funds. Actual timing of the next bond issuance will depend on cash flow in the GO Program and projects in need of funding.

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 06-30-2013	(\$110,004,915.05)
Bond Funds Remaining	\$0.00
Note: Based on unaudited accounts to June 30, 2013 Source: City of Glendale, September 28, 2013	

Status of GO Program

The status of all capital projects funded through the GO Program at the end of FY 2013 is listed below:

- Loop 101/Bell Road transit center and park-and-ride was in the planning stages in FY 2013 and is anticipated to be in the conceptual design phase in FY 2014.
- 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 is expected to be complete in FY 2015. Construction is programmed to be completed in FY 2026.
- Grand Avenue access control and beautification from 43rd to 71st avenues project design and right-of way acquisitions were complete in FY 2012. Undergrounding of utilities was underway in FY 2013. This project is expected to be under construction and complete in FY 2014.
- Northern Parkway extends from Loop 303 to Grand Avenue. The first phase of construction is between Sarival Avenue and Dysart Road. In FY 2012 design of the project from Sarival Avenue to Dysart Road was complete. Construction on the Parkway Phase 1 project was underway in FY 2013. Construction on this section of the Parkway is anticipated to be complete in FY 2014. Design of landscape between Sarival and Dysart Road and traffic interchanges at Litchfield and Reems roads began in FY 2012 and complete in FY 2013. Start of construction of landscape improvements between Sarival and Dysart Road and traffic interchanges at Litchfield and Reems roads is anticipated in FY 2014. Funds are programmed to complete the facility from Loop 303 to Loop 101/91st Avenue by FY 2025.
- Grand Canal bicycle/pedestrian pathway from 91st Avenue to New River was under design in FY 2013. The design project is anticipated to be complete in FY 2014. Construction of this project is likely to happen in FY 2015.
- New River bicycle/pedestrian pathway from Northern Avenue to Bethany Home Road was under design in FY 2013 and construction is targeted for FY 2014.
- Maryland Avenue spot improvements between 67th to 83rd avenues were under design in FY 2013. Design of the project is expected to be complete in FY 2014 and construction is targeted for FY 2014. Construction of this project is likely to happen in FY 2015.

- Downtown Alley improvements between 57th Avenue and 57th Drive were under design in FY 2013. Design of the project is expected to be complete in FY 2014 and construction is anticipated for FY 2015.
- Design of the Blast Pad and Blast Fence project at the Glendale Municipal Airport was complete in FY 2012. Construction on this project was complete in FY 2013.
- Land acquisition for the Runway Protection Zone at the Glendale Municipal Airport was underway in FY 2013. While the City has possession of the property, there are legal activities underway that are anticipated to continue in FY 2014.
- The Environmental Assessment (EA) of land to be acquired for the Runway Protection Zone at the Glendale Municipal Airport was underway in FY 2013 and anticipated to be complete in FY 2014.
- Design of the Cactus/Thunderbird/Greenway roads Intelligent Transportation Systems (ITS) project was underway in FY 2013 and expected to be complete in FY 2014. This project is anticipated to be under construction in FY 2014 and complete in FY 2015.
- Design of the Peoria Avenue ITS/Downtown DMS (Dynamic Message Signs) project was underway in FY 2013 and expected to be complete in FY 2014. This project is anticipated to be under construction in FY 2014 and complete in FY 2015.
- Glendale Intelligent Transportation Systems (ITS) Strategic Plan was completed in FY 2013.
- Integration of the new signal system software was completed in FY 2013.

The status of programs funded through the GO Program at the end of FY 2013 is listed below:

- Dial-A-Ride for all residents and ADA Paratransit services for disabled individuals continue to be provided in Glendale.
- Glendale Urban Shuttle (GUS), three neighborhood circulator services continue to be provided in downtown and north-central Glendale.
- Taxi Voucher program, an alternative transportation program provides capped medical transport funding for Glendale residents.

- Glendale Family Bike Ride is an annual effort to promote bicycling as an alternate means of transportation. Additional information, safety, and awareness efforts are a part of this annual event.
- Transportation Open House is an annual event to inform residents of active projects and programs.
- Travel demand management efforts required as specified in the City's approved Trip Reduction Program include:
 - Bus Buddies,
 - BAG-IT,
 - Bike to Work,
 - Platinum Pass,
 - Travel Green, and
 - Clean and Green Annual Mailing.
- Traffic education efforts to promote traffic safety and alternative travel options include:
 - Safe Routes to School,
 - Back to School, Teacher Fairs,
 - Bike Rodeos,
 - Walk & Bike Your Child to School,
 - GAIN,
 - DARE/GREAT,
 - Be Safe Be Seen,
 - City and Neighborhood Safety Events, and
 - Crossing Guard Training.
- Traffic Mitigation efforts include studies and recommended devices or improvements to address resident concerns related to neighborhood traffic.

- Traffic Systems Management, currently operates 10 dynamic message signs, 97 closed circuit television cameras, and 98 miles of fiber optic cable and conduit. These infrastructure installations help with traffic management for events and day-to-day travel in Glendale.

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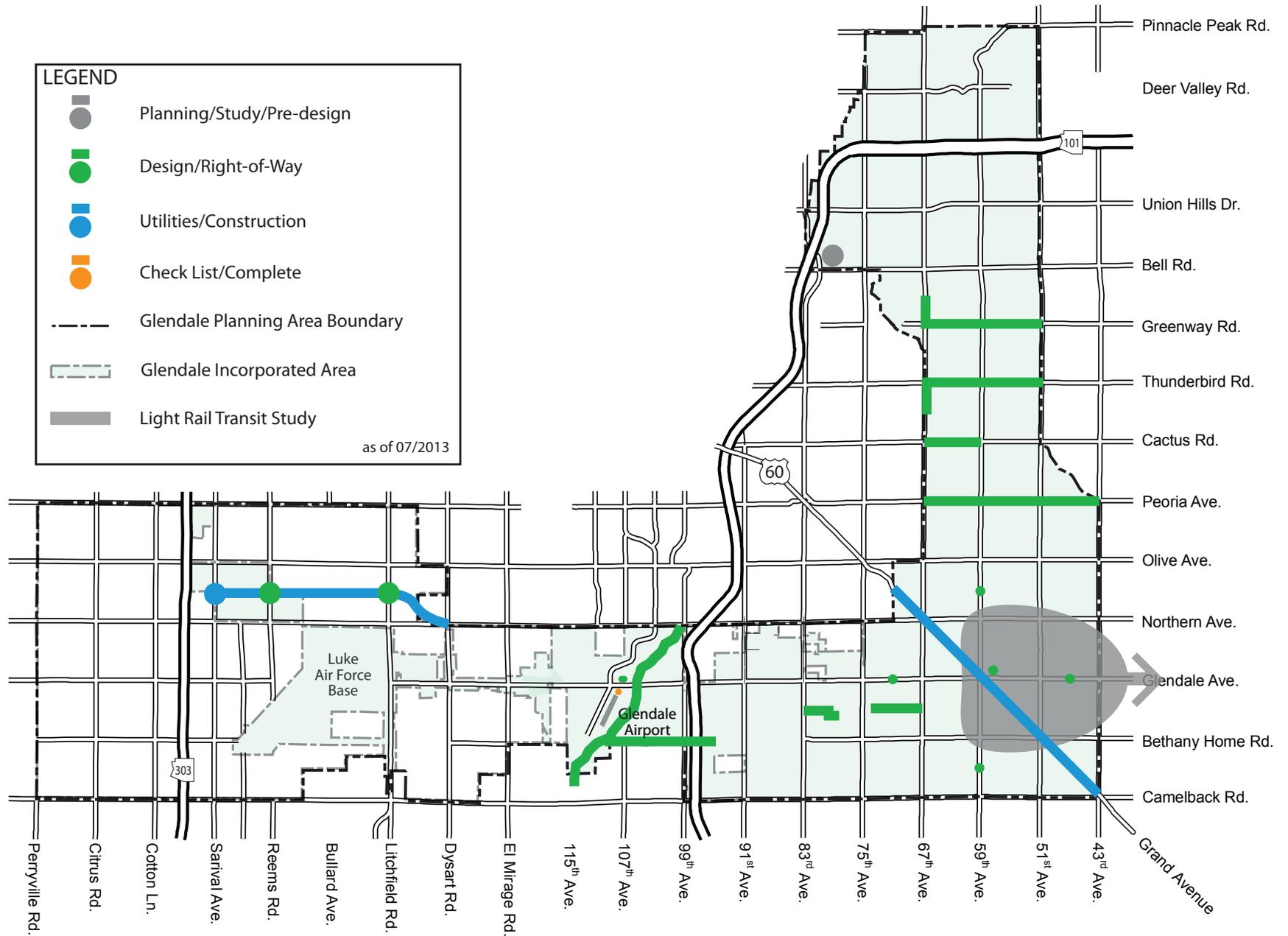
FY 2013 Project Status Map

GO Program

LEGEND

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

as of 07/2013



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