



# **FY 2014 Annual Report\***

**City of Glendale, Arizona**

**February 5, 2015**

\*Includes FY 2014 close out information through June 30, 2014

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## **ACKNOWLEDGMENTS**

### **MAYOR AND CITY COUNCIL**

Jerry P. Weiers, Mayor  
Ian Hugh, Vice Mayor  
Bart Turner  
Gary D. Sherwood  
Jamie Aldama  
Lauren Tolmachoff  
Samuel U. Chavira

### **CITIZENS TRANSPORTATION OVERSIGHT COMMISSION BOARD MEMBERS**

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Darrin Lacey  
Gerald (Gus) Woodman  
Jeff McAfee  
Jennifer Cameron  
John Lewis Ferguson  
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Tom Schmitt

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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 and approved by CTOC in September 2014. This report addresses the fiscal year 2014 financial condition, and updates project completions to date. This is the thirteenth annual GO report.

## FY 2014 FINANCIAL CLOSE

During fiscal year 2014 of operation, the GO Program Fund began on July 1, 2013 with a balance of \$29,555,208 (see Table 1). Also, during fiscal year 2014, the Fund received \$24,318,084 in revenues and incurred \$22,996,137 in expenses; this amount of expenditure is a decrease of \$2,477,032 from fiscal year 2013. The ending balance on July 1, 2014, was \$30,877,155.

|  |                     |
|--|---------------------|
| <b>Balance Forward (July 1, 2013)</b>  | <b>\$29,555,208</b> |
| Revenue  | \$24,318,084        |
| Expense  | (\$22,996,137)      |
| <b>Balance Ending (June 30, 2014)</b>  | <b>\$30,877,155</b> |
| Note: Based on unaudited accounts to June 30, 2014<br>Source: City of Glendale, December 9, 2014 |                     |

Sales tax, collected during fiscal year 2014, was the largest contributor to the GO Program fund, with revenue of \$23,111,900, or 95.04%, of total revenue (see Table 2, below). The second largest inflows came from Budget, which is mostly general funds in the amount of \$900,000, or 3.70% of the total. The third largest inflow came from fare box revenues at \$118,897 or 0.49%, which is for Glendale Urban Shuttle and Dial-A-Ride services in Glendale. Interest revenues were the fourth largest source of funds, with \$114,114 or 0.47%. The remaining \$73,173 or 0.30% of funds was contributed by disposal of assets and miscellaneous revenue.

**Table: 2: GO Program Revenue Summary, FY 2013-14**

| Source            | Amount              | Percentage     |
|-------------------|---------------------|----------------|
| Sales Tax         | \$23,111,900        | 95.04%         |
| Budget            | \$900,000           | 3.70%          |
| Interest          | \$114,114           | 0.47%          |
| Grant             | \$-                 | 0.00%          |
| Disposal of Asset | \$14,160            | 0.06%          |
| Fare box          | \$118,897           | 0.49%          |
| Miscellaneous     | \$59,013            | 0.24%          |
| Rental Income     | \$-                 | 0.00%          |
| <b>Total</b>      | <b>\$24,318,084</b> | <b>100.00%</b> |

Note: Based on unaudited accounts to June 30, 2014  
Source: City of Glendale, December 9, 2014

Budget out (annual debt service and cash for capital projects) was the largest expense category, accounting for \$14,105,039 or 61.34% of total expense (see Table 3). The second largest category was wages, benefits, & staff administrative cost with \$4,659,361 or 20.26% of the total, professional & contractual was third with \$3,381,993 or 14.71% of the total. Equipment, supplies & maintenance was fourth with \$766,190 or 3.33% and remaining \$83,554 or 0.36% of the total was insurance and grant related expenses.

**Table: 3: GO Program Cash Expense Summary, FY 2013-14**

| Source                                       | Amount              | Percentage     |
|--|---------------------|----------------|
| Professional & Contractual                   | \$3,381,993         | 14.71%         |
| Wages, Benefits, & Staff Administrative Cost | \$4,659,361         | 20.26%         |
| Equipment, Supplies, & Maintenance           | \$766,190           | 3.33%          |
| Grant Expense                                | \$35,889            | 0.16%          |
| Insurance                                    | \$47,665            | 0.21%          |
| Budget out                                   | \$14,105,039        | 61.34%         |
| <b>Total</b>                                 | <b>\$22,996,137</b> | <b>100.00%</b> |

Note: Based on unaudited accounts to June 30, 2014  
Source: City of Glendale, December 9, 2014

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.

| <b>Table: 4: Status of GO Program Bond Funds</b>   |                    |
|--|--------------------|
| <b>Source</b>  | <b>Amount</b>      |
| 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) |
| <b>Bond Funds Remaining</b>  | <b>\$0.00</b>      |
| Note: Based on unaudited accounts to June 30, 2013<br>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 2014 and is anticipated to be in the design phase in FY 2015.
- 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 2016. Construction is programmed to be completed in FY 2026.
- Grand Avenue access control and beautification from 43<sup>rd</sup> to 71<sup>st</sup> avenues project design and right-of way acquisitions were complete in FY 2012. Undergrounding of utilities was completed and construction was underway in FY 2014. Construction is to be completed in FY 2015.
- 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 completed in FY 2014. Design of landscape between Sarival and Dysart Road and traffic interchanges at Litchfield and Reems roads began in FY 2012 and completed in FY 2013. Construction of landscape improvements between Sarival and Dysart Road and traffic interchanges at Litchfield and Reems roads started in FY 2014 and are anticipated to be completed in FY 2015. Funds are programmed to complete the facility from Loop 303 to Loop 101/91<sup>st</sup> Avenue by FY 2025.
- Grand Canal bicycle/pedestrian pathway from 91<sup>st</sup> Avenue to New River was under design in FY 2014. The design project is anticipated to be complete in FY 2015 with completion of the Land License Agreement between SRP and Glendale. Construction of this project is likely to happen in late FY 2015 or early FY 2016.
- New River bicycle/pedestrian pathway from Northern Avenue to Bethany Home Road design was completed in FY 2014. Construction of the project is anticipated to be complete in FY 2015.
- Maryland Avenue spot improvements between 67<sup>th</sup> to 83<sup>rd</sup> avenues were under design in FY 2014. Design of the project is expected to be complete in FY 2015. Construction of this project is anticipated in late FY 2015 or early FY 2016.

- Downtown Alley improvements between 57<sup>th</sup> Avenue and 57<sup>th</sup> Drive were designed in FY 2014. Design of the project is expected to be complete in FY 2015 and construction is anticipated for late FY 2015 or early FY 2016.
- Land acquisition for the Runway Protection Zone at the Glendale Municipal Airport was underway in FY 2014. While the City has possession of the property, there are legal activities underway that are anticipated to continue in FY 2015.
- The Environmental Assessment (EA) of land to be acquired for the Runway Protection Zone at the Glendale Municipal Airport was underway in FY 2014 and is anticipated to be complete in FY 2015.
- Design of the Cactus/Thunderbird/Greenway roads Intelligent Transportation Systems (ITS) project was completed in FY 2014. This project is anticipated to be complete in FY 2015.
- Design of the Peoria Avenue ITS/Downtown DMS (Dynamic Message Signs) project was underway in FY 2013 and was completed in FY 2014. This project is anticipated to be under construction in FY 2014 and complete in FY 2015.
- Design of the upgrade to the Traffic Management Center was completed in FY 2012 and construction started in FY 2014. Construction of this project is anticipated in FY 2015.

The status of programs funded through the GO Program at the end of FY 2014 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) continues to operate, offering three neighborhood circulator routes in downtown and north-central Glendale.
- 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.
- The 12<sup>th</sup> annual Transportation Open House was held in April 2014 to inform residents of active projects and programs.

- Ongoing 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.
- Ongoing 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, 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.



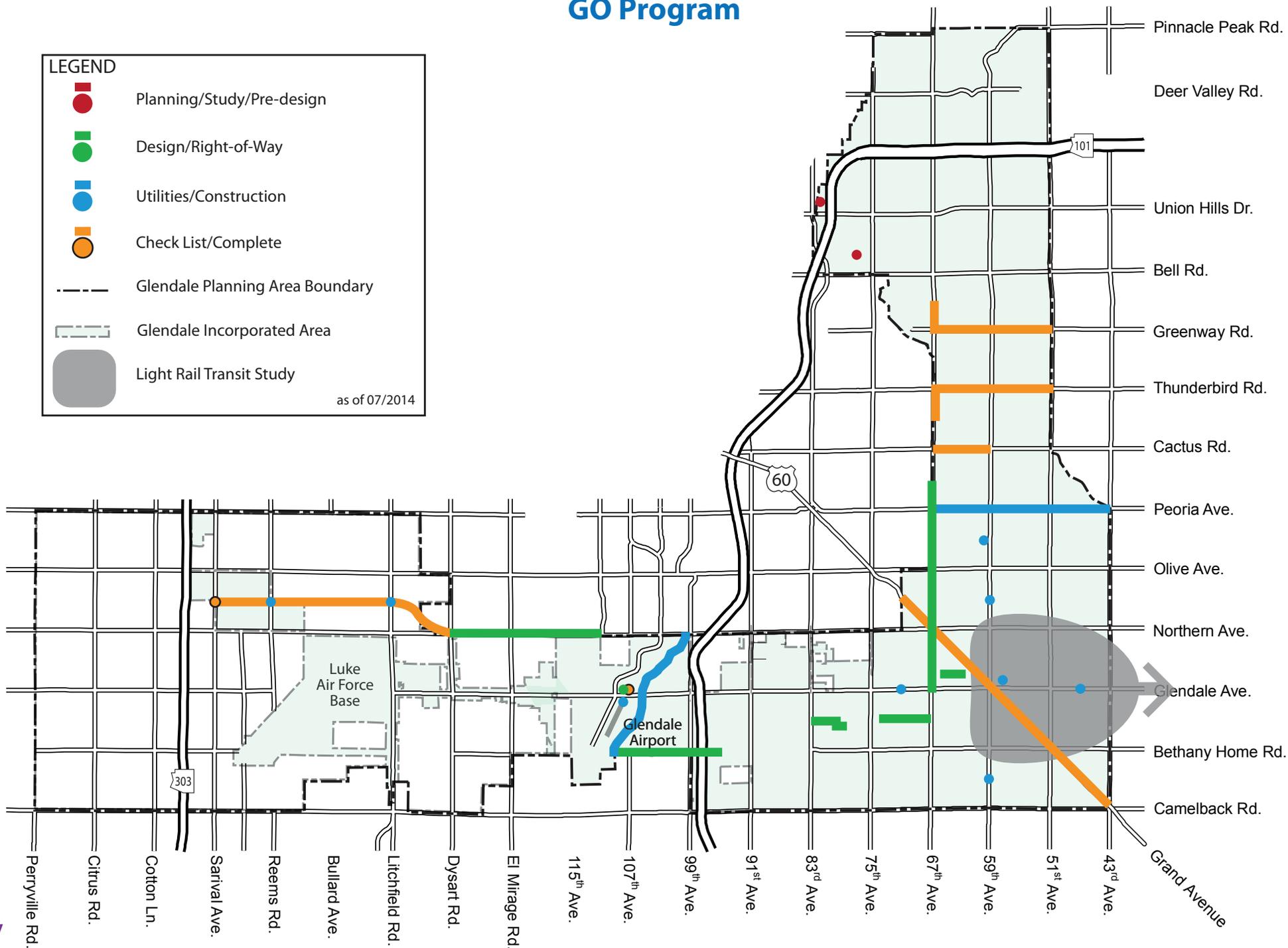
# FY 2014 Project Status Map

## 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 07/2014



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