



2003 Annual Report*
and
FY 2004-2028 Program

City of Glendale, Arizona

November 2003

*Includes FY 2003 close out information through September 30, 2003 and incorporates draft FY 2005 – FY 2014 capital improvement program as of September 30, 2003.

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

VOTER ASSURANCES ARE WORKING

On November 6, 2001 the voters of Glendale approved a half-cent sales tax for transportation improvements throughout the city. In accordance with commitments to voters, all transportation sales tax revenues are being deposited in a separate fund that can only be used for transportation purposes. Also, in accord with voter commitments a Citizens Transportation Oversight Commission (CTOC) has been established -- they have met eleven times in FY 2003.

Tools to facilitate the Commission's oversight responsibilities include an Annual Report and a 25-Year Program. This is the second Annual Report and 25-year Program. The Glendale Onboard (GO) Transportation Program is financially balanced and all projects are on schedule to be completed in accord with commitments to voters.

REPORT AND PROGRAM BASED ON LATEST INFORMATION

This report is based on the latest information as of September 30, 2003 including:

- FY 2003 closeout data
- Program accomplishments to date
- Approved FY 2004 Annual Budget
- Latest funding projections
- Draft FY 2005-14 Capital Improvement Program
- Latest design concept reports (DCR)

The 25-year GO Program includes all capital and operating costs over the FY 2004-028 period. The highlight of this years update is incorporating results of the design concept reports now being completed for GO capital projects. Other minor changes included adjustments for lower sales tax revenues and inflation rates and incorporating the latest information for transit costs and federal funding commitments.

MAJOR PROGRESS MADE IN IMPLEMENTING THE GO PROGRAM

Transit: Since voter approved Proposition 402, transit services have been greatly expanded resulting in a 35 percent increase in ridership. Evening and weekend bus service has been established on all existing routes, and frequency has been expanded to a minimum of 30 minutes. New bus service has been established on 51st Avenue from Camelback to Thunderbird Road, while the Glendale Urban Shuttle (GUS) has been extended northward to the new adult center near 59th Avenue and Peoria.

Streets: Preliminary engineering has been completed or is under way for all street projects. The following GO projects are in final design:

- 43rd Avenue: Bethany Home to Peoria – Street Improvements
- 67th Avenue: Camelback to Grand – Street Improvements
- 67th Avenue: Isabell to Pinnacle Peak – Street Improvements
- 75th Avenue, 83rd Avenue, Glendale Avenue – Street Improvements
- Blunt End Safety Improvements
- Design adjustments to the 67th overpass at Grand and Northern Avenues

Due to the long lead-time needed to design projects, purchase right of way and relocate utilities, GO construction projects are just getting under way. Fast track projects have included completion of widening of 75th Avenue between Rose Garden Lane and Deer Valley Road and a safety project on Thunderbird Road between 56th Avenue and 57th Drive. Bus pullouts have been completed (or soon will be completed) at 59th Avenue and Northern as well as 59th Avenue and Union Hills.

Bicycle and Pedestrian: Two bicycle projects have been completed and all remaining bicycle and pedestrian projects are in engineering. Final design is underway on the following:

- Grand Canal: Missouri Avenue and 79th Avenue, multi-use bridge
- 71st Avenue Drainage Channel at Skunk Creek, multi-use bridge
- Glendale Avenue at New River, bridge widening for bicycles and pedestrians

Other Programs and Projects: Ongoing programs include neighborhood traffic mitigation, bicycle program, traffic education, smart signal operation, work at home incentives, and management of the GO Program. These programs are in operation and are fully funded over the next 25 years. In addition, transportation sales tax funds have been programmed to match various federally funded airport projects.

GO PROGRAM FINANCIALLY BALANCED

Funds: The sources of funding for the GO Program are illustrated in Figure EX-1. Fifty-eight percent of the funds are projected to come from the transportation sales tax, while 33 percent is projected to come from state federal and regional sources. Due to a sluggish economy sales tax revenues are estimated to be slightly less than last year. However, this loss has been offset by lower inflation rates, extending the program one year, and reducing the balance at the end of the 25-year program.

At the regional level major progress has been made in securing funding commitments for GO projects. The Regional Transportation Plan (RTP) has been updated to include an extension of the regional transportation sales tax from 2006 through 2025. The RTP now includes matching funds for the Northern Parkway, additional improvements to Grand Avenue, and light rail transit (LRT) to downtown Glendale. Also, regional funds are included for selected existing and new bus routes, express bus service and the Americans with Disabilities Act (ADA) portion of Dial-a-Ride. The RTP is being targeted for voter action in May 2004. If voters approve these new funds they will need to be incorporated into the GO program in the 2004 update.

Costs: As shown in Figure EX-2 the GO program addresses all modes of transportation with 58 percent dedicated to transit, 35 percent to streets, and seven percent to other modes including bicycle, pedestrian, airport and demand management. In spite of reductions in funding levels over the last two years, the GO Program still includes all projects and programs committed to voters in 2001.

Over the last year, design concept reports have been completed (or are underway) for all capital projects in the GO Program except for LRT. Based on this information all capital costs have been updated. On the street side, this information has been used to shape program categories in to specific construction projects in accord with voter commitments. These new projects have been scoped within the limits of available revenue so that there have been no significant changes in overall costs -- the GO Program remains financially balanced.

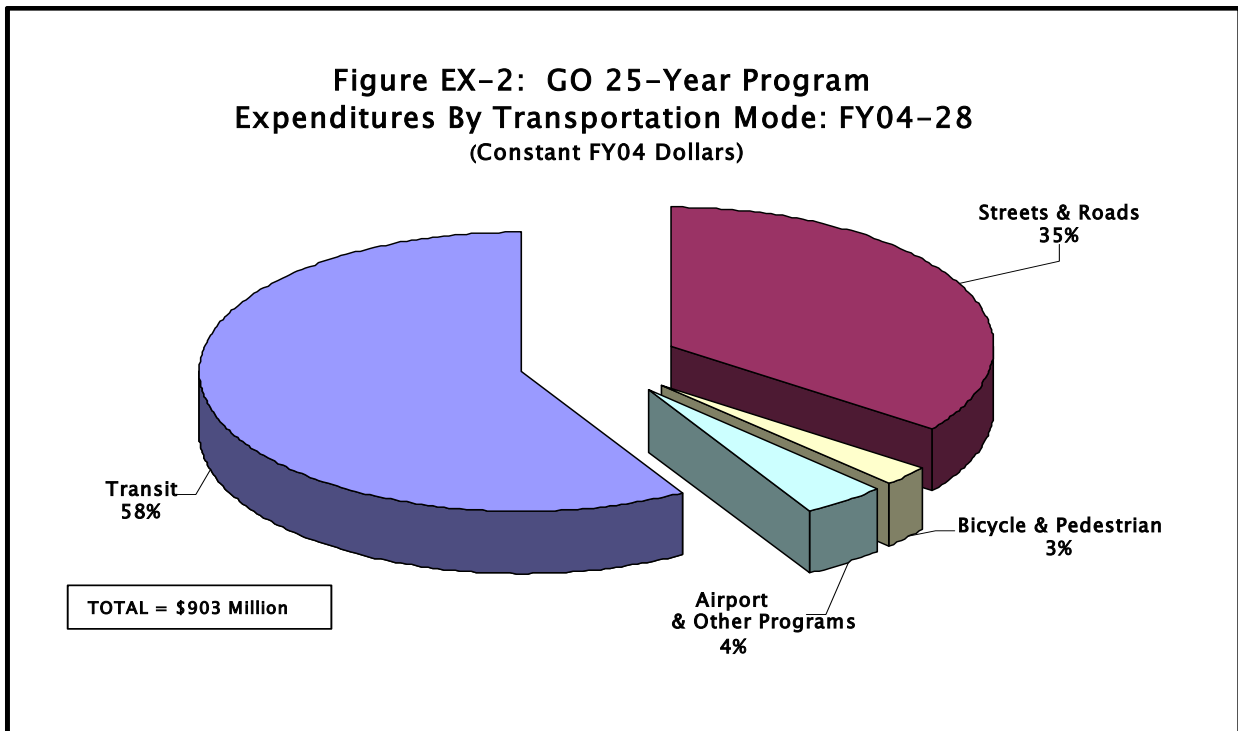
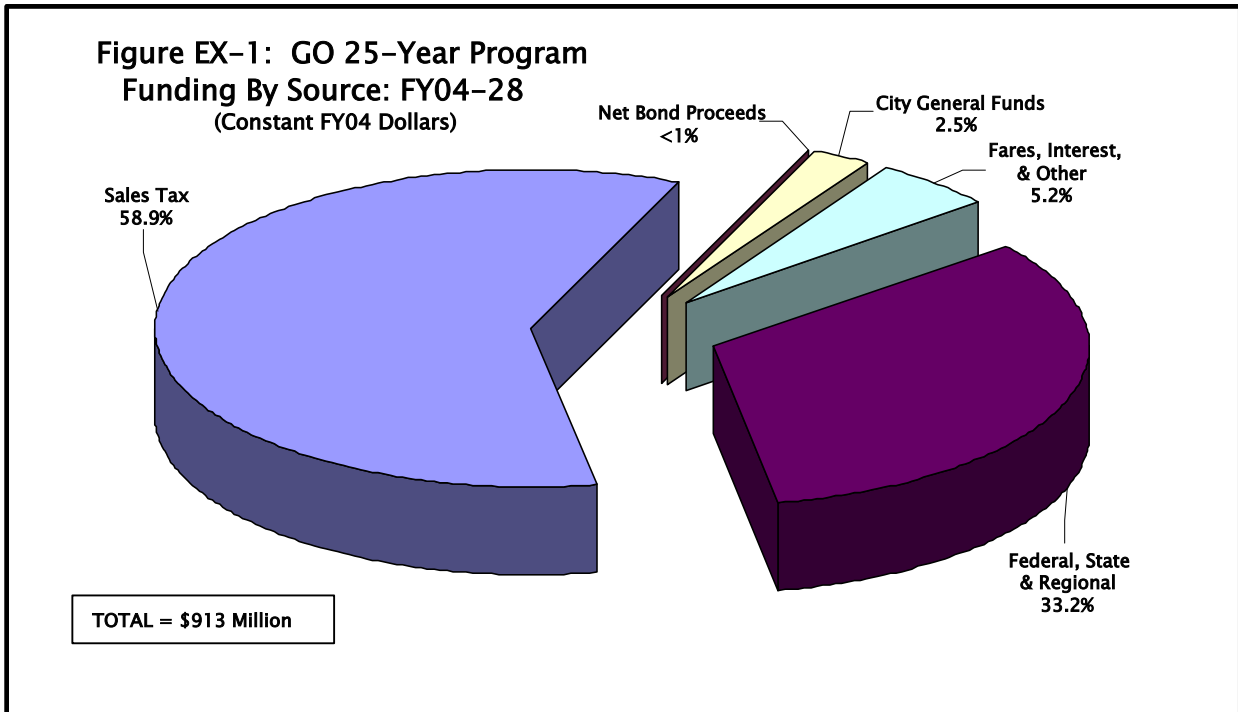


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1.0 INTRODUCTION

1.1 OVERVIEW

The voters of Glendale approved a half-cent sales tax for transportation purpose on November 6, 2001. In order to help ensure the delivery of proposed projects as presented to voters commitments were made to establish a Citizens Transportation Oversight Commission (CTOC), issue an annual report, and approve a 25-year program of projects. This is the second annual report for the Glendale Onboard (GO) Transportation Program and a 25-year program of projects is listed in Appendix A.

The GO Program is now fully operational. Capital improvement projects are under design and construction, transit services are being expanded, and other program elements are underway. All commitments to voters are being met.

1.2 GO PROGRAM BACKGROUND

The GO Program was established on January 1, 2002 pursuant to a vote of Glendale residents held on November 6, 2001. The ballot initiative, labeled Proposition Number 402, 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.

Ballot language creating the GO Program also included the following specifications (abridged):

To accomplish this measure, Chapter 21.1 of the Glendale Code shall be amended where applicable to increase the privilege and excise tax rate (known as the sales tax) by one-half of one penny per dollar of sales. The new revenue raised by this measure, which may be use to support bonds to expedite the completion of transportation projects, will be placed in a separate fund that shall be used for transportation purposes only including 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. *Regional light rail connections*
7. *Pedestrian and bicycle improvement projects*
8. *Airport projects*
9. *Safety improvements*

A Citizens' Transportation Oversight Commission (CTOC) shall be established. The CTOC shall monitor the transportation fund expenditures to ensure that the voter approved projects in accordance with this measure are completed in a timely and cost-effective manner, and may recommend adjustments to projects when warranted to serve the best interests of the public.

1.3 REPORT PURPOSE, SCOPE, AND ORGANIZATION

This 2003 Annual Report is the second of a series of reports that will be issued annually to document the status of the GO Program -- and how that status has changed since issuance of the immediately preceding annual report -- to the citizens of Glendale and interested parties. A 25-year program of projects can be found in Appendix A. The 2003 Annual Report addresses the following elements, in the order shown:

- Status of Voter Commitments
- Major Accomplishments
- FY 2003 Financial Summary
- Funding Projections
- Cost Estimates
- 25-Year Program

2.0 STATUS OF VOTER COMMITMENTS AND MAJOR ACCOMPLISHMENTS

2.1 INTRODUCTION

This section reviews the status of commitments, highlighting progress to date, that were made to the voters as part of the Proposition 402 ballot language. These commitments were further documented in the Transportation Election Brochure mailed to each household and the Transportation Election Package endorsed by the Citizens Advisory Committee for Transportation Issues (CACTI).

Major progress is being made to implement the GO Program in accordance with the commitments to voters and, presently, all commitments are being met. Sales tax revenue is being collected and continues to be managed in a separate fund. Weekend and evening bus service has been implemented. The majority of street capital projects are nearing completion of preliminary engineering and as of November 1, 2003 ten projects are in final design. All ongoing programs are operational.

Following is a review of the status of commitments to voters and other GO Program accomplishments.

2.2 TRANSIT PROJECTS AND SERVICES

A major component of the GO Program is the improvement of transit services and facilities in Glendale. Transit commitments to voters are being met. Commitments to provide evening and weekend bus service on all routes and to expand dial-a-ride service within five years have been fully implemented. New transit services scheduled for later years remain fully committed in the financially balanced 25-year Program (as documented in Appendix A) including 34 miles of new and extended bus routes, new express routes on Loop 101, and neighborhood shuttle services.

On September 2, 2003, the Glendale Urban Shuttle (GUS) was extended north from 59th Avenue and Northern to Brown Street at 59th Avenue to the new Glendale Adult Center. This two-mile extension lies within the 59th Avenue corridor that was designated for the expansion of neighborhood circulator service on the Transportation Election Ballot. On October 13, 2003, the Grand Avenue Limited and Route 51 were implemented due to the elimination of the Yellow Line. The Grand Avenue Limited operates three inbound a.m. trips and three outbound p.m. trips between Peoria and downtown Phoenix, and stops at the dedicated park-and-ride at 59th Avenue and Myrtle Avenue. Savings from the reduced service on Grand Avenue was used to create Route 51 from Camelback Road to Thunderbird Road (ASU West) with 30-minute weekday frequency and hourly on weekends and holidays. Route 51 filled a missing component of the Westside transit grid.

The City of Glendale has joined Valley Metro Rail as a first step to bring light rail transit service to downtown Glendale. Futures adjustments will be needed regarding associated funding for LRT capital, operating and maintenance costs.

2.3 STREET AND ROAD PROJECTS

Another major component of the GO Program is the improvement of street facilities. These commitments comprise numerous street projects in the first five years and completion of the Northern Parkway by 2025. Commitments to voters to complete street improvements in the first five years are on schedule, including improvements to intersections, street corridor projects, safety improvements, removal of scalloped streets, smart signal projects, and bus pullouts at major intersections. Five-year program commitments also include spot improvements to 59th Avenue and Grand Avenue. All street projects are underway with most projects nearing completion of the preliminary engineering phase, and funds have been fully programmed to complete these projects by FY 2007.

The Northern Parkway is a long-term commitment to tie together the western and central portions of Glendale. This facility extends from Grand Avenue near downtown Glendale to Loop 303 on the outer edge of the Glendale Metropolitan Planning Area. Glendale sales tax funds have been programmed to match regional funds needed to complete this project. These regional funds are included in the Regional Transportation Plan (RTP), which are subject to voter approval. A design concept report for the Northern Parkway has been completed, and funds have been programmed in early years to ensure the protection of right of way and access necessary to facilitate the completion of this project in later years.

Three street projects have been completed. The Thunderbird Safety Project has been completed between 56th Avenue and 57th Drive, with an installation of a median. The portion of 75th Avenue between Rose Garden Lane and Deer Valley Road was completed in conjunction with MCDOT bridge project on Deer Valley Road at New River on May 1, 2003. A bus pullout has been completed on 59th Avenue north of Union Hills Drive and another bus pullout is underway at 59th Avenue and Northern. The following projects are in final design:

- 43rd Avenue: Bethany Home to Peoria – Street Improvements
- 67th Avenue: Camelback to Grand – Street Improvements
- 67th Avenue – Isabell to Pinnacle Peak – Street Improvements
- 75th Avenue, 83rd Avenue, Glendale Avenue – Street Improvements
- Blunt End Safety Improvements
- Design adjustments to the 67th Avenue Overpass at Grand and Northern Avenues

The street program also includes ongoing funding commitments to complete bus pullouts, operate the smart traffic signal system, and continue safety programs. Table 2-1 provides the status of street construction projects for completion in five years.

Table 2-1: GO Program Five-Year Street Construction Project Status		
Location	Type of Work	Status
Blunt End Safety Improvements (Citywide)	Safety-Mitigation	Under Design
Intersection Improvements	Intersection Improvements	DCR's Underway
Smart Traffic Signals (ITS)	Smart Traffic Signals (ITS)	DCR Underway
Smart Traffic Signals - Equipment	Cabinets/Trailers/etc.	DCR Underway
Signal Computerization	Signal Computerization in area north of Bell Rd.	DCR Underway
43rd Ave.: Bethany Home to Peoria	Intersections and Scalloped Streets	Under Design
51st Ave. & Bell	Intersection Improvement	DCR Underway
51st Ave.: Camelback to Peoria & 59th and Camelback	Intersections and Scalloped Streets	DCR Underway
57th Ave. @ Skunk Creek	Roadway Bridge	DCR Underway
59th Ave.: Grand to Loop 101	Intersections, Lanes, Medians & Beautification	DCR Underway
59th Ave. & Bethany Home	Intersection Improvement	DCR Underway
59 th Ave. & Northern	Bus Pullout	Under Design
59 th Ave. & Union Hills	Bus Pullout	Constructed
67th Ave.: Isabell to Pinnacle Peak	Street Widening Safety	Under Design
67th Ave.: Camelback to Grand	Intersections and Scalloped Streets	Under Design
67th Ave.: Olive to Bell	Intersections and Scalloped Streets	DCR Underway
75th Ave. & Bethany Home	Intersection Improvements	DCR Underway
75th Ave.: Deer Valley to Hillcrest	Street Widening Safety	DCR Underway
75 th Ave.: Rose Garden to Deer Valley	Street Widening Safety	Constructed
75th Ave., 83 rd Ave., Glendale	Intersections and Scalloped Streets	Under Design
Grand Ave.: 43rd Ave. - 71st Ave.	Access Control/Beautification	DCR Underway
Grand Avenue Grade Separations	Over/Underpass Enhancements	Under Construction
Bethany Home - 59th Ave. to 67th Ave.	Safety-Mitigation	DCR Underway
Bethany Home (Phase II) 83 rd Ave. to 99 th Ave.	Major Street Improvements/New Roadway	DCR Underway
Loop 101 – Fiber Optic	Camelback to 51 st Ave.	DCR Underway
Loop 101/Maryland Overpass to Park and Ride Lot	Overpass/HOV Connection	DCR Underway
Northern Parkway	Preliminary Engineering	DCR Underway
Northern Parkway	Advance Median	DCR Underway
Northern Avenue at Grand and 67 th Avenues	Overpass	Under Design
Thunderbird Safety Project: 56 th Ave. – 57 th Drive	Safety – median installation	Constructed

2.4 BICYCLE AND PEDESTRIAN PROJECTS

Voter commitments for bicycle and pedestrian projects also are being met. These projects are to be completed in five years and adequate funds have been programmed to meet this schedule. Two of the ten committed bicycle projects have already been completed using non half-cent funding opportunities and, three projects involving half-cent funding are in design.

- Grand Canal: Missouri at 79th Avenue multi-use bridge

- 71st Avenue Drainage at Skunk Creek multi-use bridge
- Glendale Avenue at New River roadway bridge widening for bicycles and pedestrians

In addition, a bicycle program has been implemented to support bicycle activities throughout the city. The Bicycle Coordinator facilitates the bicycle program, manages selected bicycle and pedestrian projects for design and construction, and implements the Trip Reduction Incentive Program (TRIP) and the transportation demand management program which promotes the use of alternative modes of transportation within the City of Glendale. Table 2-2 provides the status of bicycle/pedestrian projects for completion in five years.

Location	Type of Work	Status
71 st Avenue Drainage at Skunk Creek	Bike/Pedestrian Multi-use Bridge	Under Design
Street Widening for Bike Route – Cholla, 59 th Ave. to 61 st	Bike Route	Constructed
63 rd Ave. at Skunk Creek	Bike Ramps	Constructed
Glendale Ave. at New River	Widen Roadway Bridge for Bike/Ped	Under Design
Grand Canal – Missouri at 79 th Ave.	Bike/Pedestrian Multi-use Bridge	Under Design
63 rd Ave. at Loop 101 – Bike Overpass	Bike/Pedestrian Overpass	DCR Underway
67 th Ave. – Deer Valley to Pinnacle Peak – Bike Route	Bike/Pedestrian Route	Under Design
63 rd Ave. – Grand to Olive – Bike Lanes	Bike Lanes	DCR Underway
63 rd Ave. – Olive to Peoria – Bike Lanes	Bike Improvements related to GCC	DCR Programmed
Grand Canal – 91 st to New River – Multi-use Pathway	Multi-use Bike/Pedestrian Pathway	DCR Underway
New River – Missouri to Northern – Multi-use Pathway	Multi-use Bike/Pedestrian Pathway	DCR Underway
Arrowhead Ped/Bike Enhancements	Pedestrian Enhancements	DCR Programmed
Cardinal/Coyote – Pedestrian Circulation	Pedestrian Enhancements	DCR Underway
Downtown Pedestrian Enhancements	Pedestrian Enhancements	DCR Underway
Old Roma Alley – Pedestrian Enhancement	Pedestrian Enhancements	DCR Complete

2.5 OTHER PROGRAMS AND PROJECTS

Ongoing programs under this heading include neighborhood traffic mitigation, traffic education, work at home incentives, and management of the GO Program. Each of these programs has been established and funds are committed to continue them over the next 25 years.

Other projects in this category include airport projects and several ongoing programs. Approximately \$1.4 million in transportation sales tax funds have been programmed for airport projects. Of that amount, \$524,000 has been earmarked to match \$10 million in state and federal funds to complete 14 projects at the Glendale Airport. The remaining \$895,000 in sales tax funding will be programmed as future projects are identified.

The STARS Air Control system has been installed and Pavement Preservation-Avigation Easement project will be completed in November 2003. One airport project is under design.

- Eastside Taxiway and Aircraft Parking Apron

Table 2-3 provides the status of airport projects for completion in five years.

Location	Type of Work	Status
Airport	Tower & Radio Upgrade	Programmed
Airport	Runway - Asphalt Edging	Programmed
Airport	Runway Protection Zone Land Purchase	Programmed
Airport	Security Upgrade	Programmed
Airport	Northwest Land Purchase	Programmed
Airport	Eastside Airport Access Road	Programmed
Airport	Pavement Preservation	Programmed
Airport	Eastside Utilities	Programmed
Airport	Crash Fire Rescue Building	Programmed
Airport	Replace Fencing	Programmed
Airport	Master Plan Update	Programmed
Airport	Pavement Preservation/Avigation Easement	Under Construction
Airport	Eastside Taxiway and Aircraft Parking Apron	Under Design
Airport	STARS Air Control System	Constructed

3.0 GO PROGRAM MANAGEMENT AND FINANCIAL PERSPECTIVE

3.1 INTRODUCTION

Financial management is an important aspect of the GO Program. The purpose of this activity is to ensure that GO Program revenues and expenditures are in balance, and to ensure that the financial status of the GO Program is made known to the public. 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), completing an annual report, maintaining a balanced 25-year Program, and completing an audit every three years. Part of this process includes provision of end of the year financial statements -- in this case for FY 2003. Voter commitments also recognized the need for resources to manage the GO Program and the need for debt financing (bonds) to meet peak funding levels.

3.2 GO PROGRAM MANAGEMENT OVERSIGHT

In order to implement the GO Program, program management is needed. The program management plan is functioning to monitor and modify the GO Program as appropriate. These activities have included the following:

- Monthly Citizens Transportation Oversight Commission (CTOC) meetings
- Monthly GO Program Management Team meetings
- Weekly meetings with the General Engineering Consultant
- Monitor GO Program accounting fund
- Updated projections of all funding sources
- Prepared a financially balanced 25-Year Program of projects

3.3 FY 2003 FINANCIAL CLOSE

During its first full fiscal year of operation, the GO Program Fund began on June 1, 2002 with a balance of \$7,622,705 (see Table 3-1). During that fiscal year, the Fund received \$20,038,191 in revenues and incurred \$9,848,084 in expenses, a net increase of \$10,190,107. The ending balance on July 1, 2003, was \$17,812,813.

Table 3-1: GO Program Account Summary, FY2002-03

	Amount
Balance Forward (July 1, 2002)	7,622,705
Revenue	20,038,191
Expense	(9,848,084)
Balance Ending (June 30, 2003)	17,812,813
Note: Based on unaudited accounts to June 30, 2003.	
Source: City of Glendale, September 5, 2003.	

Sales tax, collected during FY 2003, was the largest contributor to the GO Program fund, with revenue of \$16,775,226, or 83.6 percent, of total revenue (see Table 3-2, below). The second largest inflow came from budget transfers that included general funds and miscellaneous transfers in the amount of \$2,125,623, or 10.6 percent of the total. Grant revenue was the third largest source of funds, with \$654,417, or 3.3 percent. The remaining \$502,925 (2.5 percent) of revenues was contributed by interest, farebox, and miscellaneous.

Table 3-2: GO Program Revenue Summary, FY2002-03

Source	Amount	Percent
Sales	16,755,226	83.6%
Budget	2,125,623	10.6%
Grant	654,417	3.3%
Interest	296,994	1.5%
Farebox	170,320	0.8%
Miscellaneous	35,611	0.2%
Total	20,038,191	100.0%
Note: Based on unaudited accounts to June 30, 2003.		
Source: City of Glendale, September 5, 2003.		

Professional and Contractual Services was the largest expense category, accounting for \$5,599,447, or 56.9 percent, of \$9,848,084 in total expenses (see Table 3-3). The Professional and Contractual Services category included fixed route bus service (\$3,308,961), General Engineering Consultant (\$1,874,740), traffic mitigation (\$108,821), bus pullouts (\$104,919), transportation program management (\$86,277), dial-a-ride (\$69,190), and various other sub-categories (\$46,539).

Table 3-3: GO Program Expense Summary, FY2002-03		
Source	Amount	Percent
Professional and Contractual Services	5,599,447	56.9%
Wages, Benefits, and Staff & Administrative Costs	2,545,226	25.8%
Equipment, Supplies, and Maintenance	1,302,135	13.2%
Improvements Other Than Buildings	309,865	3.1%
Insurance	63,520	0.6%
Land	5,158	0.1%
Advertising	2,988	0.0%
Miscellaneous	19,745	0.2%
Total	9,848,084	100%
Note: Based on unaudited accounts to June 30, 2003.		
Source: City of Glendale, September 5, 2003.		

The second largest expense category was wages, benefits, staff and administrative costs, with \$2,545,226 (25.8 percent of the total). Equipment, supplies, and maintenance was third, with \$1,302,135 (13.2 percent of the total). The remaining \$401,276 (4.0 percent) of expenses was contributed by improvements other than buildings such as; smart traffic signals, bus pullouts, bus stops and shelters, and street improvements, insurance, land, advertising, and miscellaneous.

3.4 PROJECTED GO PROGRAM REVENUE, BY SOURCE

Summary

Although the principal source of funding for the GO Program is the Transportation Sales Tax, other funding sources are also important. As illustrated in Figure 3-1, 59 percent of all funds over the FY2003-04 to FY2027-28 period are from sales tax revenue, while other significant sources of funding include the following: federal, state and regional matching funds; fares, interest and other; and city general funds. Continued economic sluggishness has resulted in lower than anticipated revenues and a more conservative financial outlook. Compared with the 2002 Annual Report, total projected GO Program funding over the 25-year planning period is down from \$922 million (in constant FY 2003 dollars) to \$913 million (in constant FY 2004 dollars), approximately a one percent reduction.

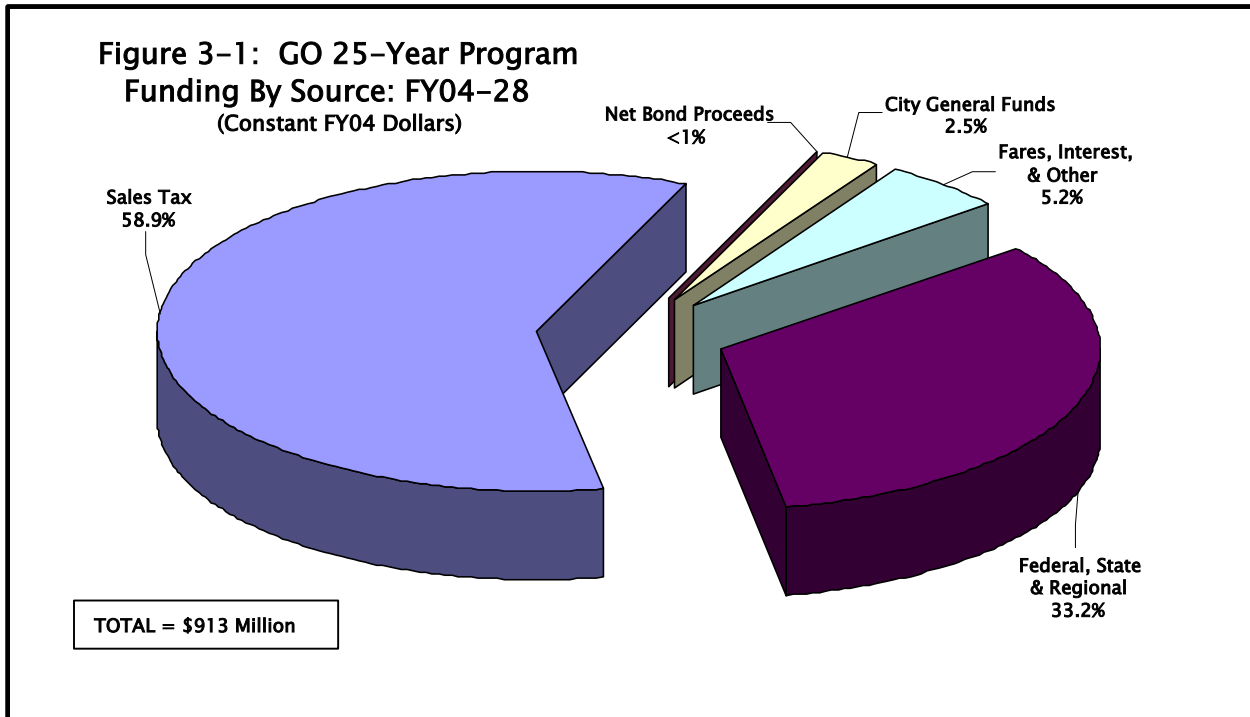
Sales Tax

As shown in Table 3-4, below, \$539 million of the funding for the GO Program is projected to come from the Glendale Transportation Sales Tax (in constant FY 2004 dollars). The projection was first updated in January 2003 using an extensive process, including consideration of the City of Glendale FY 2002-03 budget model forecasts, the latest Maricopa Association of Governments (MAG) population and employment projections for the region and Glendale, and a new Arizona Department of Transportation (ADOT) revenue projection for a future regional

transportation sales tax. This projection was again updated this year using the City of Glendale FY 2004-05 budget model forecasts for the first five years.

Federal/State/Regional Funds

Approximately \$304 million (33 percent) of total funding for the GO Program is projected to come from a variety of federal, state, and regional transportation funding programs. The principal sources of this funding include federal and regional funds to cover half (50 percent) of light rail transit capital costs, and various state (ADOT) and regional funds to cover 75 percent of the cost of the Northern Parkway. Other, smaller amounts of federal matching funds (as administered by MAG, ADOT, and the City of Phoenix) are anticipated to be available to help fund various other capital projects for transit, streets, and bicycles and airports. In addition, dedicated state and regional funds are available help pay for a share of regional transit operating costs. Valley Metro operating support, however, which pays for portions of Route 67 and express bus service, is scheduled to end in 2005 unless reauthorized by Maricopa County voters.



**Table 3-4: GO 25-Year Program
Comparison of Current and FY 2002 Annual Report Funding Projections**
(Millions Constant Dollars)

Funding Source	Current Forecast	2002 Report	Difference	
			Amt.	Pct.
Sales Tax	538.7	552.3	(13.6)	-2.0%
NET Bond Proceeds*	0.09	2.8	(2.71)	-96.0%
City General Funds	22.5	22.5	(0.0)	0.0%
Fares, Interest & Other	47.5	52.5	(5.0)	-9.5%
Federal, State & Regional	303.8	292.5	11.3	3.8%
TOTAL	913.4	922.7	(9.3)	-1.0%

* Proceeds less cumulative debt service

City General Fund

City General Fund monies are used to help pay for transit services. These funds are estimated to contribute two percent of the funds for the GO Program over the 25-year period. While there is no intention to increase City General Fund contributions with new sales tax funds, the forecast of General Fund contributions to transit remains the same as the 2002 Annual Report figure.

Other Funds, Including Debt Financing (Bonds)

Other sources of funding are together projected to contribute five percent of GO Program funds over the 25-year period. These sources include: transit fares, interest on cash balances, and net bond proceeds (proceeds less debt service). Transit fares have been projected as a fixed percentage of operating costs -- 15 percent for buses, five percent for dial-a-ride service, and 30 percent for light rail transit (LRT).

To meet voter commitments and program schedules, the sale of bonds will be needed at three points in the program, namely: (1) to support construction of street and bicycle projects in the first five years, (2) to complete a light rail transit connection to downtown Glendale within ten years, and (3) to complete the Northern Parkway within 25 years. The Glendale Citizens Bond Committee issued a recommendation that voters be asked to approve \$240 million in transportation bonds. Should the City Council and Glendale voters approve this recommendation, General Obligation (G.O.) bonds could be used to support the GO Program. If G.O. bonds are not available, the GO Program plans to use Municipal Property Corporation (MPC) revenue bonds instead. MPCs carry a slightly higher interest cost than do G.O. bonds, but do not require direct voter approval.

4.0 GO PROGRAM COSTS AND PROJECT SCHEDULES

4.1 INTRODUCTION

The total cost of the GO Program is currently estimated to be \$903 million over the FY 2004-28 period (in constant FY 2004 dollars). As illustrated in Figure 4-1, the largest portion of the GO Program budget (58 percent of the total) will go to transit capital and operations, while street and road projects will consume the next largest share (35 percent of the total). The highest individual cost items are operation of transit services, construction of the light rail transit (LRT) system, and completion of the Northern Parkway. Each of the four-project/program categories is reviewed in further detail below.

4.2 TRANSIT PROJECTS AND SERVICES

GO Program outlays for transit over the 2004 through 2028 period -- for both capital outlay and operating support -- are projected to total \$528 million (in constant FY 2004 dollars) shown in Table 4-1, below. Most of this cost, \$334 million, is for operations, although \$195 million is earmarked for completion of the light rail transit system to downtown Glendale, purchases of buses and vans, and other minor capital needs. As Glendale purchases most of its bus service from Phoenix, it owns very few buses. Minor bus related capital investments include park-and-ride lots, transit centers, bus shelters, dial-a-ride buses, and Luke Link buses.

Commitment to voters to phase in new bus service over the 25-year period is on schedule, though, service extensions are now to be phased in more slowly than assumed in the pre-election calculations. Full funding remains committed to completion of the LRT project within Glendale.

Figure 4-1: GO 25-Year Program Expenditures By Program Element: FY04-28
(Constant FY04 Dollars)

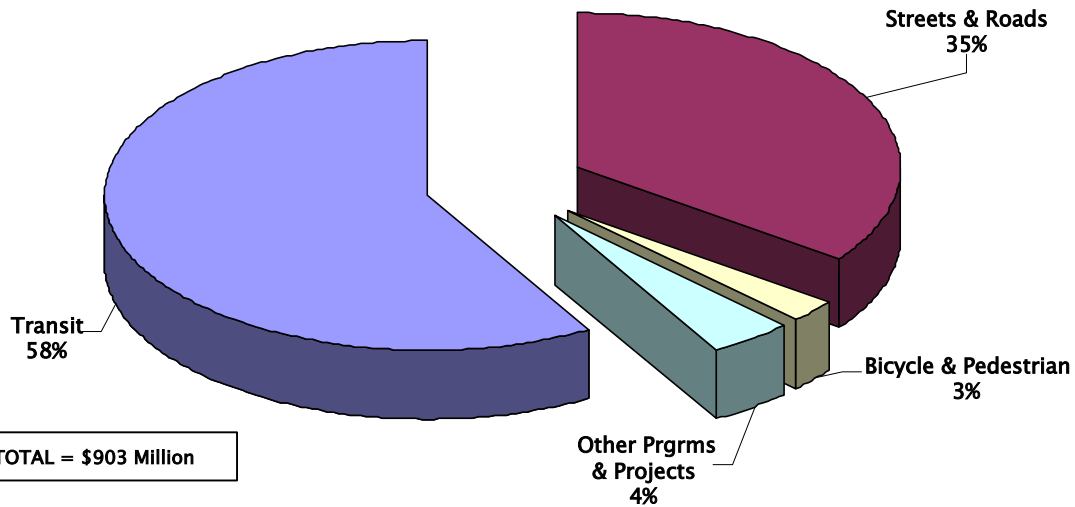


Table 4-1: GO 25-Year Program Comparison of Current and FY 2002 Annual Report Cost Estimates
(Millions Constant Dollars)

Program Element	Current Forecast	2002 Report	Difference	
			Amt.	Pct.
Transit O&M	333.6	327.2	6.4	1.8%
Transit Capital	194.5	197.9	(3.4)	-1.5%
Streets & Roads O&M	6.6	6.6	0.0	0.0%
Streets & Roads Capital	307.9	304.1	3.8	1.0%
Bicycle & Pedestrian O&M	3.3	3.3	0.0	0.0%
Bicycle & Pedestrian Capital	20.1	21.7	(1.6)	-4.6%
Other Program/Projects O&M	25.1	22.9	2.2	8.7%
Other Program/Proj. Capital	11.7	11.4	0.3	0.2%
TOTAL O&M	368.6	359.9	8.7	2.2%
TOTAL Capital	534.2	535.1	(0.9)	-0.01%
GRAND TOTAL	902.8	895.0	7.8	1.0%

Note: All figures include contingency and indirect/support costs.

4.3 STREET AND ROAD PROJECTS

Approximately \$314 million of the 25-Year Program costs are for street projects. A major share of street costs are for capital projects allocated to completing numerous capital projects in the first five years, including intersection improvements, street improvement projects, safety improvements, removal of scalloped streets, smart signal system projects, and bus pullouts at major intersections. Sixty percent of the capital street program is for the construction of the Northern Parkway in the later years of the program. The GO Transportation Program includes ongoing funding commitments to (1) complete bus pullouts at all major streets where there is bus service, (2) operate the smart traffic signal system to better respond to changing traffic demands, and to (3) continue implementation of safety projects at high accident locations.

4.4 BICYCLE AND PEDESTRIAN PROJECTS

Three percent of the GO Program funding is allocated to bicycle and pedestrian projects. Ten bicycle projects were committed to voters, and two of these projects have already been completed with alternative funding sources. The Citizens Advisory Committee for Transportation Issues (CACTI) approved funding to support pedestrian improvements in downtown Glendale, near Arrowhead Towne Center, and at other locations. Two million dollars of the pedestrian allocation was set aside for pedestrian improvements in the Cardinal/Coyote area.

4.5 OTHER PROGRAMS AND PROJECTS

Approximately four percent of the costs of the GO Program fall under this "Other" heading, including airport capital projects and several ongoing programs: neighborhood traffic mitigation, traffic education, work at home incentives and management of the GO Program. Currently, all sales tax funds allocated to the airport are used to match federal and state funds. Traffic mitigation funds committed to minimizing traffic impacts in neighborhoods are currently focused on speed humps and safety projects near schools. The traffic education program support several activities in Glendale schools that encourage traffic safety. GO Program management includes funds to support staff and consultants to manage and implement this program.

4.6 CONTINGENCY AND INDIRECT SUPPORT SERVICES

All projects described in this report include reserves for contingencies and city support services. Contingency funds are budgeted at a two percent base contingency established in FY 2003, accruing a one-quarter percent each year averaging five percent of the total program funds.

In June 2001 the Glendale Citizen Advisory Committee for Transportation Issues (CACTI), adopted the Transportation Election Package as approved by voters in November 2001. In regard to indirect costs, CACTI took the following action as part of the Transportation Election Package:

Support Services. Financial management, legal services, personnel support and other city services will be needed to implement the Transportation Package in a timely and effective manner. The recommendation is to limit sales tax contribution for these services to 3.5 percent of the total cost of the Transportation Package.

The adopted FY 2003-27 Glendale Onboard (GO) Transportation Program includes \$42.6 million for indirect costs in inflated dollars. This computes to approximately 3.5 percent of the total program costs (not including indirect costs and contingencies). This 25-year program also includes funds for an engineering position and funds for the design of all capital projects.

The FY 2004 annual budget includes \$881 thousand for indirect costs, which is 2.3 percent of the total cost of the annual GO program (excluding indirect and contingency costs). The FY 2004 budget also includes funds to support one engineering position in the Engineering Department as well as funds for preliminary engineering and final design.

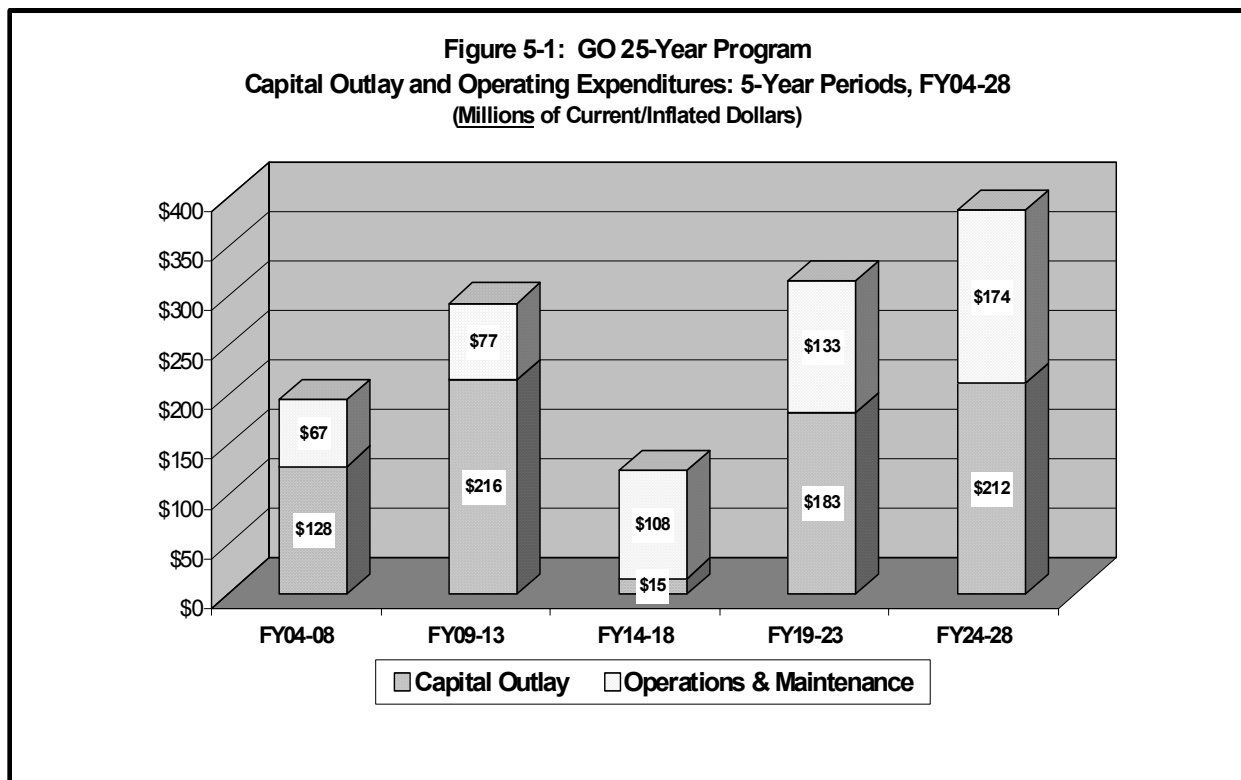
The FY 2005-14 Capital Improvement Program (CIP) is being modified from last year's program to include separate set-asides for engineering and financial services. It is estimated that these engineering charges will total \$2.6 million and finance charges will total \$2.5 million over the FY 2005-14 period. These charges compute to nearly one percent of all capital projects for engineering support and 2.5 percent of all bond sales for financial support. In total, these charges compute to 1.2 percent of the GO program over this period (excludes contingency and indirect costs). This leaves 2.3 percent in additional support cost to be covered as part of general support costs.

In order not to pay twice for support services, and in order to maintain indirect funding commitments within the limits committed to voters, the amount of unspecified indirect cost for the 2004-28 GO program has been reduced from 3.5 percent to 2.3 percent from FY 2010-28. Support Services from FY 2004-09 average 3.3 percent. This set-aside is applied to all expenditures including operating costs and matching programs; however, indirect costs are not applied to indirect and contingency costs.

5.0 25-YEAR PROGRAM AND PROCESS

5.1 GO PROGRAM 25-YEAR SUMMARY

A 25-year summary of GO-Program capital and operating expenditures in five-year increments is illustrated in Figure 5-1 (below) in terms of *current/inflated, dollars*. As previously noted, the total cost of this program is \$903 million in terms of constant FY 2004 dollars. Including inflation brings the total estimated GO Program cost to some \$1,313 billion. The complete, financially balanced, 25-Year Program listing all projects and programs comprising the GO Program are listed in Appendix A.



In the initial five years of the Program, emphasis will be on completing committed bicycle and street projects, as well as adding evening and weekend transit service. In the second five years, the emphasis will be on completing light rail transit service to downtown Glendale. The third and fourth five-year periods will see continued expansion of transit services by extending local bus routes, adding new routes, expanding circulator bus service and initiating new express bus service via Loop 101 to downtown Phoenix. In the last five-year period, funds are committed to continuing bus operations and completing the Northern Parkway.

5.2 AMENDMENT PROCESS

Most program refinements and adjustments are incorporated as part of the annual adoption of the 25-year program. However, in a few cases the Citizens Transportation Oversight Commission (CTOC) has taken action on projects after the completion of the draft 25-year program and prior to the final approval of the annual report. These actions are included in Appendix B.

APPENDIX A

25-YEAR PROGRAM: EXPENDITURES BY PROJECT AND YEAR

The following tables display planned expenditures for all GO Program projects and programs over the 25-year period from FY 2004-28, inclusive. The tables are organized as follows:

Table A-1	Transit Projects and Services
Table A-2	Street and Road Projects
Table A-3	Bicycle and Pedestrian Projects
Table A-4	Other Programs and Projects
Table A-5	Summary – Totals by Category

Expenditure information is provided annually for the first five years and in five-year increments thereafter. All figures in these tables are expressed in terms of *nominal (inflated) dollars*.

Table A-1
Glendale Onboard 25-Year Transportation Program
Transit Operations and Capital Outlay: FY 2004-28

Page 1 of 1

Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
TRANSIT OPERATIONS										
Citywide	Bus Stop Maintenance	\$85	\$93	\$107	\$123	\$697	\$877	\$1,122	\$1,787	\$4,890
Citywide	Dial-A-Ride	\$2,945	\$3,003	\$3,093	\$3,186	\$17,424	\$20,199	\$23,416	\$33,073	\$106,341
GUS #1	Neighborhood Circulator	\$204	\$208	\$220	\$106	\$580	\$672	\$779	\$1,100	\$3,869
GUS #2	Neighborhood Circulator	\$0	\$0	\$0	\$0	\$0	\$726	\$1,363	\$1,925	\$4,014
GUS Arrowhead	Neighborhood Circulator	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,132	\$1,132
GUS #3	Neighborhood Circulator	\$83	\$85	\$87	\$90	\$493	\$571	\$662	\$1,502	\$3,574
RT 70 (Luke Link)	Local Bus	\$402	\$410	\$423	\$435	\$2,381	\$2,981	\$3,515	\$4,965	\$15,512
Glendale Avenue, Glendale CBD to Christown Temp. BRT Link to LRT	Local Bus	\$0	\$0	\$0	\$266	\$1,454	\$644	\$0	\$0	\$2,364
Rt 24 Glendale, 43rd to 67 th	Local Bus	\$406	\$415	\$427	\$440	\$2,405	\$2,428	\$2,462	\$3,478	\$12,462
Rt 59 59th, Camelback to Bell/Union Hills (expand to Deer Valley in 2014)	Local Bus	\$1,121	\$1,143	\$1,177	\$1,213	\$6,658	\$9,457	\$11,425	\$16,137	\$48,331
Rt 60 Bethany, 43rd to 67th; expand to 91st in 2016	Local Bus	\$297	\$303	\$312	\$322	\$1,759	\$2,799	\$4,459	\$6,298	\$16,550
Rt 67 67th, Camelback to Bell; to Pinnacle Peak in 2026	Local Bus	\$957	\$976	\$1,005	\$1,087	\$5,963	\$7,217	\$8,445	\$15,326	\$40,974
Rt 80 Northern, 43rd to 59th; to 67th in 2018	Local Bus	\$217	\$221	\$228	\$235	\$1,286	\$1,496	\$2,428	\$3,429	\$9,539
Rt 90 Olive, 43rd to 67 th	Local Bus	\$297	\$303	\$312	\$337	\$1,849	\$2,435	\$2,871	\$4,056	\$12,459
Rt 106 Peoria, 43rd to 67 th	Local Bus	\$299	\$305	\$314	\$324	\$1,779	\$2,068	\$2,398	\$3,387	\$10,875
Rt 138 Thunderbird, 51st to 67 th	Local Bus	\$200	\$204	\$210	\$216	\$1,188	\$1,381	\$1,601	\$2,262	\$7,262
Rt 170 Bell, 51st to Arrowhead	Local Bus	\$348	\$355	\$366	\$377	\$2,061	\$2,495	\$2,921	\$4,125	\$13,048
Rt 186 Union Hills, 51st to Arrowhead Mall	Local Bus	\$472	\$481	\$496	\$511	\$2,799	\$3,256	\$3,774	\$5,331	\$17,118
NEW Rt 51 (South portion) 51st, Camelback to Thunderbird	Local Bus	\$499	\$509	\$525	\$540	\$4,095	\$4,748	\$5,504	\$7,774	\$24,194
NEW Rt 51 (North portion) 51st, Thunderbird to Beardsley (begins 2018)	Local Bus	\$0	\$0	\$0	\$0	\$1,715	\$3,220	\$3,733	\$5,272	\$13,940
NEW Rt 75 75th, Camelback to Northern (begins 2008-2012)	Local Bus	\$0	\$0	\$0	\$0	\$442	\$2,415	\$2,799	\$3,954	\$9,610
NEW Rt 83 83rd, Camelback to Northern (begins 2023-2027)	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,713	\$2,713
NEW Rt 91 91st, Camelback to Northern (begins 2023-2027)	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,343	\$3,343
NEW Rt 122 Cactus, 51st to 67th (begins 2018-2022)	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$1,153	\$2,636	\$3,789
NEW Rt 154 Greenway, 51st to 67th (begins 2023-2027)	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,376	\$1,376
RPTA Regional Customer Service Charge	Citywide	\$265	\$270	\$278	\$287	\$1,661	\$2,187	\$2,706	\$4,356	\$12,011
Rt 570 59th/Northern to central Phx (1 mi extension 2012)	Express Bus	\$45	\$46	\$48	\$49	\$280	\$373	\$433	\$611	\$1,886

Table A-1
Glendale Onboard 25-Year Transportation Program
Transit Operations and Capital Outlay: FY 2004-28

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Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
Grand Avenue Limited - 43rd to 71 st	Express Bus	\$0	\$0	\$113	\$117	\$645	\$777	\$952	\$1,460	\$4,063
Rt 581 59th/Thunderbird to central Phoenix (1 mi extension 2020)	Express Bus	\$60	\$61	\$63	\$65	\$354	\$411	\$521	\$775	\$2,309
NEW Rt 101S 83/Bell to 101/Glendale to central Phx (begins 2008-2012)	Express Bus	\$0	\$0	\$0	\$0	\$516	\$2,822	\$3,271	\$4,620	\$11,228
NEW Rt 101N 101/Glendale to 83/Bell to central Phx (begins 2018-2022)	Express Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$775	\$5,163	\$5,938
Citywide	Transit Education	\$125	\$129	\$134	\$139	\$784	\$954	\$1,161	\$1,730	\$5,157
Loop 101 / Glendale	Park & Ride maintenance	\$0	\$32	\$33	\$35	\$196	\$239	\$290	\$433	\$1,258
North Glendale	Park & Ride maintenance	\$0	\$0	\$0	\$0	\$94	\$115	\$139	\$208	\$556
Downtown Vicinity	Park & Ride maintenance	\$0	\$0	\$0	\$0	\$41	\$229	\$279	\$415	\$964
Downtown	Transit Ctr. maintenance	\$0	\$0	\$0	\$0	\$189	\$282	\$344	\$512	\$1,328
Between Bethany Home & Northern, Phoenix to Downtown Glendale	Light Rail Transit	\$0	\$0	\$0	\$0	\$0	\$6,822	\$9,744	\$13,763	\$30,330
TOTAL, TRANSIT OPERATIONS		\$9,327	\$9,553	\$9,972	\$10,498	\$61,788	\$87,296	\$107,445	\$170,426	\$466,305
TRANSIT CAPITAL										
Citywide	Bus Stops and Shelters	\$259	\$94	\$97	\$107	\$444	\$872	\$723	\$850	\$3,446
Citywide	Buses	\$430	\$284	\$0	\$690	\$1,401	\$2,256	\$2,519	\$3,764	\$11,344
Citywide	Support Capital	\$100	\$100	\$570	\$124	\$1,051	\$1,715	\$1,988	\$2,808	\$8,456
Downtown	Transit Center	\$0	\$500	\$2,685	\$2,685	\$0	\$0	\$0	\$0	\$5,870
Loop 101 / Maryland	Park & Ride Lot	\$950	\$3,132	\$0	\$0	\$0	\$0	\$0	\$0	\$4,082
North Glendale	Park & Ride Lot	\$0	\$1,020	\$0	\$0	\$0	\$3,993	\$0	\$0	\$5,013
Downtown Vicinity	Park & Ride Lot	\$0	\$0	\$0	\$0	\$6,697	\$0	\$0	\$0	\$6,697
Between Bethany Home & Northern, Phoenix to Downtown Glendale	Light Rail Transit	\$300	\$306	\$315	\$325	\$97,876	\$85,279	\$0	\$0	\$184,401
TOTAL, TRANSIT CAPITAL		\$2,039	\$5,436	\$3,667	\$3,931	\$107,469	\$94,115	\$5,230	\$7,422	\$229,308
TRANSIT OTHER										
Citywide	Contingency	\$256	\$375	\$375	\$433	\$6,810	\$8,661	\$7,067	\$13,630	\$37,606
Citywide	Indirect Costs/Support Services	\$398	\$300	\$341	\$462	\$4,432	\$4,172	\$2,592	\$4,091	\$16,787
TOTAL, TRANSIT OTHER		\$654	\$675	\$716	\$895	\$11,243	\$12,833	\$9,659	\$17,720	\$54,393
GRAND TOTAL TRANSIT		\$12,020	\$15,663	\$14,354	\$15,323	\$180,499	\$194,244	\$122,334	\$195,568	\$750,006

Table A-2
Glendale Onboard 25-Year Transportation Program
Street and Road Projects: FY 2004-28
Page 1 of 1
Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
STREET OPERATIONS										
Citywide	Smart Traffic Signal System	\$245	\$252	\$262	\$273	\$1,537	\$1,871	\$2,276	\$3,391	\$10,107
TOTAL, STREET OPERATIONS		\$245	\$252	\$262	\$273	\$1,537	\$1,871	\$2,276	\$3,391	\$10,107
STREET CAPITAL										
Bus Pullouts	Bus Pullouts	\$0	\$0	\$0	\$0	\$1,249	\$1,784	\$2,068	\$2,397	\$7,497
Expanded Safety Program	Safety-Mitigation	\$0	\$0	\$0	\$0	\$819	\$1,372	\$1,591	\$2,246	\$6,028
Blunt End Safety Improvements (Citywide)	Safety-Mitigation	\$12	\$136	\$0	\$0	\$0	\$0	\$0	\$0	\$148
Intersection Improvements	Intersection Improvements	\$2,419	\$2,125	\$1,051	\$1,082	\$0	\$0	\$0	\$0	\$6,676
LRT Street Improvements	Between Bethany Home & Northern	\$0	\$0	\$0	\$0	\$5,896	\$0	\$0	\$0	\$5,896
Smart Traffic Signals (ITS)	Smart Traffic Signals (ITS)	\$460	\$2,002	\$2,188	\$2,156	\$0	\$0	\$0	\$0	\$6,806
Smart Traffic Signals - Equipment	Cabinets/Trailers/etc	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Signal Computerization	Signal Computerization in area north of Bell Rd.	\$0	\$118	\$118	\$0	\$0	\$0	\$0	\$0	\$236
43rd Ave.: Bethany Home to Peoria	Intersections and Scalloped Streets	\$120	\$1,080	\$1,607	\$0	\$0	\$0	\$0	\$0	\$2,808
51st Ave. & Bell	Intersection Improvement	\$0	\$20	\$292	\$0	\$0	\$0	\$0	\$0	\$312
51st Ave.: Camelback to Peoria & 59th and Camelback	Intersections and Scalloped Streets	\$202	\$1,078	\$2,816	\$0	\$0	\$0	\$0	\$0	\$4,096
57th Ave. @ Skunk Creek	Roadway Bridge	\$176	\$2,558	\$0	\$0	\$0	\$0	\$0	\$0	\$2,734
59th Ave.: Grand to Loop 101	Intersections, Lanes, Medians & Beautification	\$600	\$3,927	\$3,808	\$3,923	\$0	\$0	\$0	\$0	\$12,258
59th Ave & Bethany Home	Intersection Improvement	\$0	\$20	\$345	\$0	\$0	\$0	\$0	\$0	\$365
67th Ave.: Isabell to Pinnacle Peak	Street Widening Safety	\$1,802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,802
67th Ave.: Camelback to Grand	Intersections and Scalloped Streets	\$96	\$1,530	\$422	\$0	\$0	\$0	\$0	\$0	\$2,048
67th Ave.: Olive to Bell	Intersections and Scalloped Streets	\$136	\$372	\$1,791	\$0	\$0	\$0	\$0	\$0	\$2,300
75th Ave. & Bethany Home	Intersection Improvements	\$0	\$7	\$61	\$0	\$0	\$0	\$0	\$0	\$68
75th Ave.: Deer Valley to Hillcrest	Street Widening Safety	\$0	\$0	\$32	\$444	\$0	\$0	\$0	\$0	\$475
75th Ave., 83rd Ave., Glendale	Intersections and Scalloped Streets	\$200	\$3,713	\$0	\$0	\$0	\$0	\$0	\$0	\$3,913
Grand Ave.: 43rd Ave. - 71st Ave.	Access Control/Beautification	\$238	\$1,826	\$4,188	\$4,313	\$0	\$0	\$0	\$0	\$10,565
Grand Avenue Grade Separations	Over/Underpass Enhancements	\$492	\$492	\$344	\$0	\$0	\$0	\$0	\$0	\$1,327
Bethany Home - 59th Ave. to 67th Ave.	Safety-Mitigation	\$0	\$60	\$468	\$0	\$0	\$0	\$0	\$0	\$528
Bethany Home (Phase II) 83 rd Ave. to 99 th Ave.	Major Street Improvements/New Roadway	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

Table A-2
Glendale Onboard 25-Year Transportation Program
Street and Road Projects: FY 2004-28
Page 2 of 2
Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
Loop 101 – Fiber Optic	Camelback to 51 st fiber optic	\$203	\$1,831	\$0	\$0	\$0	\$0	\$0	\$0	\$2,035
Loop 101/Maryland Overpass to Park and Ride Lot	Overpass/HOV Connection	\$0	\$3,385	\$0	\$0	\$0	\$0	\$0	\$0	\$3,385
Northern Parkway	Preliminary Engineering	\$515	\$530	\$525	\$0	\$0	\$0	\$0	\$0	\$1,571
Northern Parkway	Advance Median	\$0	\$212	\$2,185	\$0	\$0	\$0	\$0	\$0	\$2,398
Northern Parkway	Advance ROW	\$258	\$265	\$273	\$281	\$1,491	\$1,715	\$1,157	\$0	\$5,440
Northern Parkway	Grand Ave TI	\$0	\$0	\$0	\$0	\$0	\$0	\$66,558	\$0	\$66,558
Northern Parkway	75 th Ave TI	\$0	\$0	\$0	\$0	\$0	\$0	\$24,565	\$0	\$24,565
Northern Parkway	83 rd Ave TI	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686	\$23,616	\$25,302
Northern Parkway	91 st Ave TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,061	\$26,061
Northern Parkway	Loop 101 TI	\$0	\$0	\$0	\$0	\$0	\$0	\$34,277	\$0	\$34,277
Northern Parkway	99 th Ave TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,843	\$26,843
Northern Parkway	Litchfield Road TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,648	\$27,648
Northern Parkway	Dysart Road TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,843	\$26,843
Northern Parkway	Sarival Road TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,648	\$27,648
Northern Parkway	Loop 303 TI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,290	\$55,290
TOTAL, STREET CAPITAL		\$11,929	\$27,288	\$22,514	\$12,200	\$9,455	\$4,871	\$131,902	\$218,593	\$438,751
STREET OTHER										
Citywide	Contingency	\$274	\$700	\$639	\$374	\$416	\$338	\$8,574	\$16,439	\$27,754
Citywide	Indirect Costs / Support Services	\$426	\$560	\$581	\$399	\$339	\$155	\$3,086	\$5,106	\$10,652
TOTAL, STREET OTHER		\$700	\$1,260	\$1,220	\$773	\$755	\$493	\$11,660	\$21,545	\$38,406
GRAND TOTAL STREET		\$12,874	\$28,779	\$23,973	\$13,246	\$11,747	\$7,234	\$145,838	\$243,528	\$487,219

Table A-3
Glendale Onboard 25-Year Transportation Program
Bicycle and Pedestrian Projects: FY 2004-28

Page 1 of 1

Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
BICYCLE/PEDESTRIAN OPERATIONS										
Citywide	Ongoing Programs, Capital Maintenance	\$125	\$128	\$134	\$139	\$783	\$952	\$1,158	\$1,726	\$5,145
TOTAL, BICYCLE/PEDESTRIAN OPERATIONS		\$125	\$128	\$134	\$139	\$783	\$952	\$1,158	\$1,726	\$5,145
BICYCLE/PEDESTRIAN CAPITAL										
Glendale Ave. at New River	Widen Roadway Bridge for Bike/Ped	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
Grand Canal – Missouri at 79 th	Bike/Pedestrian Multi-use Bridge	\$298	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298
63 rd Ave. at Loop 101 – Bike Overpass	Bike/Pedestrian Overpass	\$185	\$2,753	\$0	\$0	\$0	\$0	\$0	\$0	\$2,938
67 th Ave. – Deer Valley to Pinnacle Peak – Bike Route	Bike/Pedestrian Route	\$0	\$490	\$0	\$0	\$0	\$0	\$0	\$0	\$490
63 rd Ave. – Grand to Olive – Bike Lanes	Bike Lanes	\$65	\$607	\$0	\$0	\$0	\$0	\$0	\$0	\$672
63 rd Ave. – Olive to Peoria – Bike Lanes	Bike Improvements related to GCC	\$37	\$334	\$0	\$0	\$0	\$0	\$0	\$0	\$371
Grand Canal – 91 st to New River – Multi-use Pathway	Multi-use Bike/Pedestrian Pathway	\$0	\$51	\$735	\$0	\$0	\$0	\$0	\$0	\$786
New River – Missouri to Northern – Multi-use Pathway	Multi-use Bike/Pedestrian Pathway	\$0	\$0	\$142	\$2,088	\$0	\$0	\$0	\$0	\$2,230
Arrowhead Ped/Bike Enhancements	Pedestrian Enhancements	\$0	\$0	\$295	\$2,701	\$0	\$0	\$0	\$0	\$2,996
Cardinal/Coyote – Pedestrian Circulation	Pedestrian Enhancements	\$0	\$156	\$1,144	\$1,178	\$0	\$0	\$0	\$0	\$2,478
Downtown Pedestrian Enhancements	Pedestrian Enhancements	\$325	\$1,590	\$1,637	\$1,686	\$0	\$0	\$0	\$0	\$5,238
Old Roma Alley – Pedestrian Enhancement	Pedestrian Enhancements	\$0	\$0	\$0	\$150	\$0	\$0	\$0	\$0	\$150
TOTAL, BICYCLE/PEDESTRIAN CAPITAL		\$2,210	\$5,981	\$3,953	\$7,804	\$0	\$0	\$0	\$0	\$19,948
BICYCLE/PEDESTRIAN OTHER										
Citywide	Contingency	\$53	\$153	\$112	\$238	\$29	\$48	\$73	\$132	\$838
Citywide	Indirect Costs / Support Services	\$82	\$122	\$102	\$254	\$24	\$22	\$27	\$40	\$673
TOTAL, BICYCLE/PEDESTRIAN OTHER		\$134	\$275	\$215	\$492	\$54	\$70	\$99	\$172	\$1,511
GRAND TOTAL BICYCLE/PEDESTRIAN		\$2,469	\$6,385	\$4,301	\$8,435	\$837	\$1,022	\$1,258	\$1,898	\$26,603

Table A-4
Glendale Onboard 25-Year Transportation Program
Other Programs and Projects: FY 2004-28

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Nominal (Inflated) Dollars in Thousands (\$000)

Location	Type of Work	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
OTHER PROJECTS AND PROGRAMS – COSTS										
General Engineering Consultant	Preliminary Engineering (URS)	\$2,036	\$1,545	\$1,607	\$1,114	\$869	\$0	\$0	\$0	\$7,171
Traffic Education	Traffic Education	\$96	\$99	\$103	\$107	\$602	\$733	\$892	\$1,329	\$3,960
Neighborhood Traffic Mitigation	Neighborhood Traffic Mitigation	\$174	\$179	\$186	\$194	\$1,092	\$1,328	\$1,616	\$2,408	\$7,178
Planning and Revenues Management	Planning and Revenues Management	\$310	\$319	\$332	\$345	\$1,945	\$2,367	\$2,880	\$4,290	\$12,789
Telecom / Work-From-Home Program	Telecommunications / Work-From-Home Program	\$98	\$101	\$105	\$109	\$615	\$748	\$910	\$1,356	\$4,043
Airport	Matching Funds for Airport Grants	\$0	\$0	\$0	\$0	\$895	\$0	\$0	\$0	\$895
Airport	Tower & Radio Upgrade	\$0	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$182
Airport	Runway - Asphalt Edging	\$0	\$0	\$0	\$541	\$0	\$0	\$0	\$0	\$541
Airport	Runway Protection Zone Land Purchase	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Airport	Security Upgrade	\$0	\$1,051	\$0	\$0	\$0	\$0	\$0	\$0	\$1,051
Airport	Northwest Land Purchase	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Airport	Eastside Airport Access Road	\$0	\$2,275	\$0	\$0	\$0	\$0	\$0	\$0	\$2,275
Airport	Pavement Preservation	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23
Airport	Eastside Utilities	\$0	\$0	\$216	\$0	\$0	\$0	\$0	\$0	\$216
Airport	Crash Fire Rescue Building	\$0	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$565
Airport	Replace Fencing	\$178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$178
Airport	Master Plan Update	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Airport	Pavement Preservation/Avigation Easement	\$421	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$421
TOTAL, OTHER PROJECTS AND PROGRAMS - COSTS		\$7,413	\$5,775	\$3,549	\$2,976	\$6,018	\$5,177	\$6,298	\$9,384	\$46,589
OTHER PROJECTS AND PROGRAMS – OTHER										
Citywide	Contingency	\$167	\$144	\$98	\$89	\$220	\$260	\$395	\$718	\$2,091
Citywide	Indirect Costs / Support Services	\$165	\$73	\$56	\$60	\$135	\$76	\$92	\$137	\$794
TOTAL, OTHER PROJECTS AND PROGRAMS – OTHER		\$331	\$218	\$154	\$150	\$355	\$335	\$487	\$855	\$2,885
GRAND TOTAL OTHER PROJECTS AND PROGRAMS		\$7,745	\$5,992	\$3,703	\$3,125	\$6,373	\$5,512	\$6,785	\$10,239	\$49,474

**Glendale Onboard 25-Year Transportation Program
Summary - All Programs and Projects: FY 2004-28
Page 1 of 1
Nominal (Inflated) Dollars in Thousands (\$000)**

	FY 04	FY 05	FY 06	FY 07	FY 08-12	FY 13-17	FY 18-22	FY 23-28	TOTAL
TRANSIT	\$12,020	\$15,663	\$14,354	\$15,323	\$180,499	\$194,244	\$122,334	\$195,568	\$750,006
STREET	\$12,874	\$28,779	\$23,973	\$13,246	\$11,747	\$7,234	\$145,838	\$243,528	\$487,219
BICYCLE / PEDESTRIAN	\$2,469	\$6,385	\$4,301	\$8,435	\$837	\$1,022	\$1,258	\$1,898	\$26,603
OTHER PROJECTS AND PROGRAMS	\$7,745	\$5,992	\$3,703	\$3,125	\$6,373	\$5,512	\$6,785	\$10,239	\$49,474
GRAND TOTAL ALL PROGRAMS AND PROJECTS	\$35,108	\$56,820	\$46,331	\$40,130	\$199,456	\$208,012	\$276,214	\$451,233	\$1,313,303

APPENDIX B

GO PROGRAM AMENDMENTS AS OF 10/2/03

EXPLANATION FOR AMENDMENTS

Proposition 402 ballot language notes that the Citizens Transportation Oversight Commission (CTOC) “may recommend adjustments to project when warranted to serve the best interest of the public.” Accordingly, and in the best interest of the public, CTOC has endorsed two program adjustments after completion of the draft 25-year program in Appendix A, as follows:

MATCHING FUNDS FOR CATLIN COURT PROJECT

Recommend the expenditure of \$550,000 in GO Program funds to match grant funds to design and construct alleyway pedestrian improvements in the Catlin Court area as part of funds reserved for downtown pedestrian improvements.

The city’s grants office secured an ISTEA grant in the amount of \$498,000 to improve pedestrian access within four alleyways located in the Catlin Court area of downtown. The grants office is contributing another \$150,000 for this project and is also requesting additional matching funds from the GO Program in the amount of \$550,000. The total cost of this project is \$1,197,093. The GO Program has \$5 million set aside for downtown pedestrian improvements projects and the proposed alleyway pedestrian improvement project would be an appropriate use of these funds.

LOAN TO ADVANCE ENGINEERING FOR THE BETHANY HOME INTERCHANGE

Recommend up to \$500,000 in GO Program funds to design the south half of the Loop 101/Bethany Home Traffic Interchange subject to repayment by ADOT in 2006.

A proposed loan from GO Program funds for design and engineering costs for the south half of the Bethany Home Traffic Interchange (TI) that would be subject to repayment by ADOT in 2006. Advancement of up to \$500,000 in funds is needed to design this interchange prior to the opening of the football stadium in 2006. ADOT has currently programmed these funds in year 2006 and an Intergovernmental Agreement (IGA) will be necessary to advance funds as requested by the City.

APPROVED PROGRAM AMENDMENTS

The 25-Year Program included in Appendix A is the basis of this FY 2003 Annual Report and data are frozen as of October 1, 2003. The table below documents program amendments between October 1, 2003 and the printing of this report on October 31, 2003. Documentation of additional program adjustments between November 1, 2003 and the next annual report will be documented as part of the CTOC minutes and will be reported in the next Annual Report.

<u>LOCATION</u>	<u>WORK</u>	<u>COST</u>	<u>YEAR</u>
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CTOC ENDORSED PROJECT ADDITIONS 10/2/03

Catlin Court alleyway pedestrian improvement project	Construction	\$550,000	2004
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CTOC ENDORSED PROJECT ADVANCEMENT 10/2/03

Bethany Home Traffic Interchange	Design	\$500,000	2004
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