

SUMMARY OF REVENUE PROJECTIONS

(Thousands of Dollars)

Revenue Source	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13	2013 -14	2014 -15	2015 -16	2016 -17	2017 -18	Total
Capital Improvement Fund	22,283	17,393	21,507	11,401	12,491	12,364	14,926	14,777	16,031	15,864	159,037
State Gas Tax Fund	6,100	4,950	4,988	5,028	5,069	5,112	5,156	5,202	5,250	5,300	52,155
Capital Improvement Funds Total	28,383	22,343	26,495	16,429	17,560	17,476	20,082	19,979	21,281	21,164	211,192
Community Development Fund	1,269	551	248	248	246	-	-	-	-	-	2,562
Glendale Revelopment Agency Funds	6,148	1,683	13,299	1,850	1,633	1,747	1,702	1,552	1,552	1,552	32,718
Local Transit Assistance Fund	4,587	87	37	37	37	37	60	60	60	60	5,062
Hazardous Disposal Fund	475	-	-	-	-	-	-	-	-	-	475
Parking Fund	430	530	-	100	-	100	-	100	-	100	1,360
Sewer Fund	11,930	16,120	13,850	14,640	13,670	14,235	14,305	14,885	14,885	15,385	143,905
Refuse Disposal Fund	-	250	-	-	1,000	-	-	-	-	-	1,250
Electric Fund	43,850	44,808	51,548	63,151	18,702	16,161	16,577	17,004	17,445	17,896	307,142
Water Fund	39,990	21,948	17,208	6,696	4,755	4,677	4,817	4,961	5,111	5,265	115,428
Grand Total	137,062	108,320	122,685	103,151	57,603	54,433	57,543	58,541	60,334	61,422	821,094

Only revenue sources for which 10-year projections of revenue related to capital projects are available at this time are shown above. This does not include all capital project revenues.

Please see the CIP Budget Summary by Fund section for a comparison of projected revenues and expenditures.

REVENUE DESCRIPTIONS

Capital Improvement Fund - The Capital Improvement Fund includes non-restricted capital project revenue and is derived from 14% of the City's sales tax revenue and 100% of the City's share of Scholl Canyon rubbish fees. The City's share of sales tax revenue consists of an approximate charge of 1% on all retail sales within the City, which is part of the overall 8.25% sales tax charged by the State. The City receives 40% of the gross revenues from the Scholl Canyon Landfill.

Certificates of Participation – Certificates of Participation (COP) are a tool of issuing debt financing for capital projects. A COP is a way of turning a financing lease into a marketable issue of tax-exempt securities. Each certificate represents a share in the obligation of the lessee to make lease payments. The closest analogy is if a home mortgage was funded through multiple investors, each owning shares as opposed to a single bank.

CIP Reserves - CIP reserves or savings from previous years' unappropriated revenues.

Community Development Block Grant (CDBG) - The Community Development Block Grant (CDBG) program is administered by the United States Department of Housing and Urban Development to support local efforts to revitalize neighborhoods. Each CDBG program expenditure must qualify according to one of the three National Objectives, which include: 1) benefit to low- and moderate-income persons, 2) prevention or elimination of slums and blight, and 3) meeting an urgent community need.

Electric Fund - Enterprise fund consisting of revenue generated by the electric utility and used to finance expenses of the electric operation.

FEMA Sewer Project - Disaster assistance funding provided by the Federal Emergency Management Agency (FEMA) for damage to sewer systems related to the 1994 Northridge earthquake.

Fuel Adjustment - Revenue from one of the charges to customers on their utility bills. The fuel adjustment is revenue used exclusively to purchase power and is based on the actual amount of the cost to the City.

Gas Tax - The State Gas Tax is derived from a tax collected on each gallon of gasoline purchased in the State of California and is allocated to cities on a shared basis based primarily on population. Gas tax revenues are restricted to use for construction, improvement, and maintenance of public streets.

Glendale Water & Power (GWP) Public Benefit Charge (PBC) - The Public Benefit Charge (PBC) Programs started when Assembly Bill (AB) 1890 was signed into law in 1998 which requires publicly owned utilities to collect a separate surcharge to be used for “public benefits.” The expenditure of those funds is entirely at the discretion of locally elected governing bodies as long as the expenditures are for low-income, demand-side management, renewable energy, or energy-related research and demonstration projects. GWP currently has 22 PBC programs available to its business customers.

Hazard Elimination Safety Grant - Federal funding apportioned to the State to be made available to local agencies for the construction of projects that correct and improve roadway safety problems.

Housing Set Aside Funds - State law requires that 20% of all tax increment income be set aside for the promotion or development of low and moderate income housing.

ISTEA - The Federal Legislature passed the Intermodal Surface Transportation Efficiency Act (ISTEA) to provide federal funding for a range of transportation projects. These funds are administered by the MTA through a competitive grant process. Use of these funds is restricted to roadway and multi-modal transportation purposes.

ITIP – The Interregional Transportation Improvement Program, which consists of funds programmed through the State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC). The program is derived from State and Federal dollars that are allocated to Caltrans for freeway and rail projects in urban areas.

LA County Safe Neighborhood Park Acts of 1992 and 1996 - County-wide per parcel assessments approved by the voters in 1992 and 1996 for funding for parks and recreation projects. The measures identified funding for specific projects, discretionary funding and competitive grants. Funding is eligible for land acquisition, development of new facilities and renovation of existing facilities.

Revenues

MTA Bus Stop Improvement Program – Grant funds provided by the Los Angeles County Metropolitan Transportation Authority to local jurisdictions to cover up to 80% of the cost for purchasing and installing bus stop amenities.

MWD Grant - Metropolitan Water District (MWD) Conservation Credit Program Grant, which awards competitive grants to member jurisdictions in order to facilitate implementation of conservation programs that demonstrate quantifiable water savings and reduce demands on MWD's water supply.

Parking Fund - Enterprise fund consisting of revenue from parking citations and parking meter, lot and garage fees. Revenues are allocated for parking enforcement operation and construction, maintenance and operation of parking facilities.

Plan/Build Fee – Additional surcharge to fund the Citywide Management System project.

Proposition A Fund - Los Angeles County voters approved a 1/2 cent sales tax in 1980 to be utilized to maintain, improve or expand public transit, 25% of which is allocated to local agencies based on population.

Proposition C Fund - Los Angeles County voters approved a 1/2 cent sales tax in 1990 to be utilized to maintain, improve or expand public transit, 20% of which is allocated to local agencies based on population.

Proposition C 25% Transit Related Highway Improvement - Of the 1/2 cent sales tax approved by Los Angeles County voters for public transit in 1990, 25% is allocated on a discretionary grant basis for projects that include HOV/transitways, transportation demand management, incident management programs, park-and-ride facilities, and signal coordination/transportation system management improvements on arterial streets used by transit. The grants are administered by the Metropolitan Transportation Authority.

Redevelopment Agency Funds - Redevelopment Agency Funds include revenue from tax increment generated and bond proceeds. Tax increment is revenue generated from the increase in property taxes from properties within the City's two redevelopment areas that have new construction or a change of ownership. Revenues are used for economic development related projects and activities and housing within the redevelopment areas.

Refuse Fund - Enterprise fund consisting of revenue generated from the refuse utility and used to support the expenses of the refuse operation.

ROW Dedication – MTA/Disney (Grandview RR Crossing Improvements) – Right-of-Way (ROW) is a general term denoting land or property acquired for or devoted to a public use. If ROW is not already owned, it must be acquired by purchase, donation or eminent domain, in order to build or maintain a public project.

Savings From Closed Projects - Unspent funds from previous projects that have been closed.

Scholl Canyon Life Extension Fund - The Scholl Canyon Life Extension Fund includes non-restricted revenues from a 10% tax on all non-City refuse disposed at the Scholl Canyon Landfill and the interest earned on that revenue. The revenue from this fund is now consolidated into the Capital Improvement Fund, as of July 1, 2003.

Sewer Fund - Enterprise fund consisting of revenue generated from the sewer utility and used to support the expenses of the sewer operation.

2004 SHSGP – FY 2003-2004 State Homeland Security Grant Program funded by the Department of Homeland Security. This program is a part of the nation's ongoing process of upgrading the ability of first responders to detect and respond to threatened or actual terrorist incidents.

State Transportation Development Act (TDA) Article 3 - The State of California's Transportation Development Act creates a Local Transportation Fund in each county, in which 1/4 cent of the State sales tax is deposited annually. Funds are allocated to counties based on the amount of tax collected in the county. The Metropolitan Transportation Authority allocates the funds to eligible agencies on a discretionary basis. Article 3 of the program dedicates 2% of the funds for bicycle and pedestrian facilities.

Traffic Impact Mitigation Fee - A fee proposed in the Greater Downtown Strategic Plan mitigation measures, which will be applied to future development based on the number of peak hour trips each project generates. Revenues will then be used for construction of required improvements.

Revenues

Traffic Systems Management Grant (TSM) - State funding available on a competitive basis for projects that will provide benefit to the flow of traffic to and from the State highway system.

Water Fund - Enterprise fund consisting of revenue generated from the water utility and used to support the expenses of the water operation.