

**NOTICE OF PUBLIC MEETING
CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION**

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITY OF PHOENIX CITIZENS TRANSPORTATION COMMISSION** and to the general public, that the **CITIZENS TRANSPORTATION COMMISSION** will hold a meeting open to the public on **October 23, 2025, at 5:00 p.m.** The meeting will be accessible for in-person, virtual or phone participation.

The Commission may vote to convene in executive session on any item that is listed on this agenda for discussion or consultation with legal counsel to obtain legal advice in accordance with A.R.S. § 38-431.03(A)(3).

OPTIONS TO ACCESS THE MEETING

Attend the meeting in-person:

Public Transit Building
302 N. First Avenue
Conference Room 7A on the 7th Floor.

Watch live at this [link](#):

<https://cityofphoenix.webex.com/cityofphoenix/j.php?MTID=m8c7999e3a71cc09e95f41f878976b35b>

WebEx meeting information:

Webinar number: 2334 293 2978
Webinar password: wyN6BRrW64

Join by phone:

Dial 602-666-0783 and use access code 234 429 32978.

Register to speak and/or submit a comment on an agenda item:

Contact: Bevey McCloud at 602-262-7242 or bevey.mccloud@phoenix.gov by:

- **4 p.m. the day of the meeting**
- Please indicate which agenda item you wish to address.

The agenda for the meeting is as follows:

1.	<u>Call to Order</u>	Chair Moody
2.	<u>Chair Announcements</u>	Chair Moody
3.	<u>Approval or correction of the minutes for the June 26, 2025, meeting.</u> This item is for approval	Commission Members

4.	<p><u>Ethics and Gift Policy Review</u></p> <p>The Law Department provides commissioners with a review and guidance of the City's ethics and gift policies.</p> <p>This item is for information only</p>	Law Department
5.	<p><u>T2050 Major Street Program Update – Additional Information</u></p> <p>This report responds to citizen comments received during the June 2025 CTC meeting regarding the T2050 Major Street Program presentation.</p> <p>This item is for information only</p>	Report Only
6.	<p><u>South Central Extension / Downtown Hub Light Rail Business and Community Support</u></p> <p>This report provides a final update on the Business Assistance Program, as well as an overview of future engagement strategies and marketing campaigns for the community.</p> <p>This item is for information and discussion</p>	Public Transit Department
7.	<p><u>Transit-Oriented Communities Program Overview and Update</u></p> <p>This report provides an overview and status update of the active TOC projects: Capitol District, 10 West Community, Metro District (NWEII), South Central Implementation, and Main Line/Revisiting Reinvent PHX (Reinvent PHX and 19 North).</p> <p>This item is for information and discussion</p>	Public Transit Department
8.	<p><u>T2050 Annual Report</u></p> <p>This report provides information to the Citizens Transportation Commission on the Phoenix Transportation 2050 Plan annual progress report.</p> <p>This item is for information only</p>	Public Transit and Street Transportation Departments
9.	<p><u>Monthly Ridership Update</u></p> <p>This report provides a monthly ridership update for regional bus and light rail, as well as Phoenix's bus, light rail and Dial-a-Ride services.</p> <p>This item is for information only</p>	Report Only
10.	<p><u>T2050 Financial Update</u></p> <p>This report provides an overview of collected sales tax revenues for the current fiscal year, total life-to-date, and the current year program expenditures.</p> <p>This item is for information only</p>	Report Only

11.	<p><u>Upcoming T2050 Related Public Meetings and Events</u></p> <p>This report lists upcoming T2050 related public meetings and events hosted by the Public Transit and Street Transportation Departments, along with Valley Metro.</p> <p>This item is for information only</p>	Chair Moody
12.	<p><u>Call to the Public</u></p> <p>This item provides an opportunity for the public to make comments for consideration by the Commission. Action taken from public comment will be limited to directing staff to study the matter or scheduling for further consideration.</p> <p>Information</p>	Chair Moody
13.	<p><u>Future Agenda Items</u></p> <p>Commissioners may request follow-up or future agenda items and additional information.</p>	Commission Members
14.	<p><u>Next Meeting – December 4, 2025, at 5:00 p.m.</u></p>	Chair Moody
15.	<p><u>Adjournment</u></p>	Chair Moody

For more information or to request reasonable accommodations, please call Public Transit at (602) 262-7242 (TTY/7-1-1 Friendly) as soon as possible to coordinate arrangements.

Persons paid to lobby on behalf of persons or organizations other than themselves shall register with the City Clerk prior to lobbying, or within five business days thereafter, and must register annually to continue lobbying. If you have questions about lobbying registration, please contact the City Clerk's Office at 602-262-6811.

October 17, 2025

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
MEETING MINUTES
JUNE 26, 2025**

Public Transit Department
302 N. First Avenue/Webex

Commissioners Present	Public Present	City Staff Present
David Moody (Chair)	Abbey Tomach	Albert Crespo
Clark Princell (Vice-Chair)	Nicole Rodriguez	Angel Borrego
Christina Panaitescu		Bevey McCloud
Darlene Vallo		Brandy Kelso
David Steinmetz		Brenda Yanez
Jack Leonard		Briiana Velez
Joan Berry		Jesús Sapien
Lina Bearat		Joe Bowar
Lisa Perez		John Trierweiler
Luke Douglas		Jolynn Coleman
Mike Huckins		Juanita Carver
Sanjay Paul		Inger Erickson
		Kelie Thomas
ABSENT		Kyle Marshall
Anna Maria Maldonado		Les Scott
Ellie Perez-Pawloski		Leticia Vargas
Fallon Webb		Markus Coleman
		Martin Jude Suarez
		Micah Alexander
		Samantha Hacker
		Sarah Brown
		Scott Johnson
		Sina Matthes
		Stefan Slater

1. Call to Order

Chair Moody called the meeting to order at 5:00 p.m.

2. Chair Announcements

Chair Moody welcomed attendees, reminded everyone of the meeting protocols, and acknowledged Bevey McCloud's role in facilitating communications. Audio/visual technical issues were encountered which temporarily delayed the meeting's

progress. Staff worked on resolving the technical issues after which the meeting resumed.

3. Approval or Correction of the Minutes from April 24, 2025, Meeting

A motion was made to approve April 24, 2025, meeting minutes by Commissioner Berry and seconded by Commissioner Douglas. Motion passed unanimously.

4. Election of CTC Chairperson

Chair Moody opened nominations for Chair. Commissioner Vallo nominated David Moody to continue as Chair. No other nominations were received. David Moody was elected Chair by unanimous vote.

5. Election of CTC Vice Chairperson

Chair Moody opened nominations for Vice Chair. Commissioner Douglas nominated Clark Princell to continue as Vice Chair. Vice Chair Princell agreed to continue serving. No other nominations were received. Clark Princell was elected Vice Chair by unanimous vote.

6. T2050 Major Street Program Update

Presenters:

- Brandy Kelso, Interim Street Transportation Director
- Leticia Vargas, Engineering Manager, Street Transportation Department

Ms. Kelso introduced the item, explaining that the T2050 Major Street Program is one of four transportation initiatives created by the voter-approved Proposition 104, now known as T2050, and that it focuses on expanding multimodal capacity, improving safety, and leveraging federal and regional funding.

Ms. Vargas delivered a comprehensive presentation on the proposed Five-Year Major Streets Program (FY2026–FY2030) and provided updates on multiple in-progress and planned capital projects. She emphasized the City's successful leveraging strategy, highlighting that more than 70% of funding for the projects has been secured through federal or regional sources, thus maximizing the use of T2050 funds.

Key Project Highlights Presented:

- 35th Avenue (I-10 to Camelback Road): USDOT BUILD grant recipient. Includes high-intensity crosswalks, intersection upgrades, raised medians, and broadband fiber. Construction is expected in the fall of 2025.

- 20th Street (Grand Canal to Highland Avenue): Bicycle corridor improvement including buffered bike lanes, sidewalks, street lighting, and curbs. Estimated cost: ~\$17 million. Construction planned for fall 2025.
- 56th Street (Thomas Road to Camelback Road): Pedestrian and safety improvements: multi-use paths, traffic calming features, storm drains, and signal upgrades. Estimated cost: ~\$33 million. Construction planned for spring 2026.
- 32nd Street (Cholla Street to Shea Boulevard): Fully funded by T2050. Includes landscaping, ADA ramps, street lighting, and safety features. Construction anticipated in summer 2025.
- Lower Buckeye Road (27th Avenue to 19th Avenue): Road reconstruction with drainage, signal, and ADA improvements. Estimated cost: ~\$10.8 million. Recently awarded federal funding supplementing T2050 funds.
- Van Buren Street (7th to 24th Street): Streetscape enhancement project. Includes pedestrian lighting, traffic signals, HAWKs, and landscaping. Estimated cost: ~\$11.8 million.
- Rio Salado Pedestrian/Bicycle Bridge (Third Street alignment): RAISE Grant funded. Bridge project with solar lighting and amenities. Construction projected for fall 2027. Estimated cost: \$30 million.

Program Funding Summary:

- Total T2050 funds allocated for FY2026–FY2030: \$82.7 million
- Total anticipated funding with leveraged sources: \$259 million

Commission Discussion:

Commissioners expressed strong support for the leveraging strategy and project scope. Commissioner Steinmetz inquired about ADA-compliant audible signals at crosswalks, which Ms. Vargas confirmed are included in all new signal installations or upgrades. Commissioner Vallo complimented the creativity and impact of the program.

Commissioner Panaitescu requested clarification regarding the use of contingency funds labeled as “undetermined major streets.” Ms. Vargas explained that this category provides financial flexibility for cost escalations, change orders, or scope adjustments during project delivery.

Public Comment:

Nicole Rodriguez and Abbey Tomich offered public input. Ms. Rodriguez discussed equity relative to project amenities, particularly the presence of some landscaping features in affluent neighborhoods that don’t always carry over to projects in lower-income areas. She also mentioned the lack of planned bike lanes along Van Buren despite prior studies and community support. She also advocated for inclusion of

Leading Pedestrian Intervals (LPIs) as safety measures at intersections. Ms. Tomich echoed Ms. Rodriguez's request for responses to equity concerns.

Chair Moody and city staff acknowledged these points. While the Commission is not allowed to respond directly to questions from the public during the meeting, it was agreed that a discussion on landscaping equity and related issues would be added to a future Commission agenda.

Action Taken:

A motion to approve the Five-Year T2050 Major Streets Program (FY2026–FY2030) as presented was made by Commissioner Douglas, seconded by Commissioner Vallo, and passed unanimously by the Commission.

7. Updates from Public Transit and Street Transportation Departments

Brandy Kelso provided updates on:

- A submitted SS4A (Safe Streets and Roads for All) grant for Dunlap Ave.
- Progress on an automated enforcement (speed/red-light) program, pending City Council approval on July 2.

Markus Coleman reported:

- Public input period currently open for Capitol Extension/I-10 West connections.
- Light Rail system updates and community engagement.

Mr. Sapien provided updates on:

- Public input period currently open for October 2025 proposed bus service changes.

8. Monthly Ridership Update

Report provided. No discussion.

9. T2050 Financial Update

Report provided. No discussion.

10. Upcoming T2050 Related Public Meetings and Events

None.

11. Call to the Public

Nicole Rodriguez commented on disparities in landscaping and the lack of bike lanes in certain projects. Abbey Tomich echoed interest for responses to the concerns raised.

12. Future Agenda Items

Commissioner Panaitescu requested a future agenda item on equity in right-of-way landscaping. Chair Moody confirmed it could be placed on the agenda for the August meeting.

13. Next CTC Meeting

Scheduled for August 28, 2025, at 5:00 p.m.

14. Adjournment

The meeting was adjourned at approximately 6:24 p.m.

DRAFT

City of Phoenix Ethics and Gift Policies Overview

Scott Johnson

Assistant City Attorney

City of Phoenix Law Department



Standards Based on City Policies and State Laws

- **Ethics Policy:** Section 2-52 of the City Code, City of Phoenix Boards and Commissions Ethics Handbook
- **Gift Policy:** Section 2-52 of the City Code
- **Conflict of Interest:**
 - City Charter, Chapter XI, Section 1
 - Title 38, Chapter 3, Article 8 of the Arizona Revised Statutes



Ethics Policy & Principles

To uphold the public's trust and promote transparency in City government, a board member should:

- Conduct all aspects of City business in an honest, professional, and legal manner;
- Avoid situations that create an actual or perceived conflict between the board member's personal interest and those of the City; and
- Ask for help 3-5 business days **before** action is required if a board member is uncertain if a circumstance or action violates City policies.



Conflicts of Interest

- Part of City's most fundamental law –
The Charter at Chapter XI, Section 1
- *Board members* must be attentive to potential conflicts of interest.
- A conflict of interest exists if a board member receives:
 - A direct or indirect monetary benefit, OR
 - A board member or the board member's relative or partner receives a direct or indirect monetary benefit
- If there is a conflict, do not participate in any deliberation or any decision making



Conflicts of Interest

Declaring a Conflict of Interest

- If you are not sure: **ASK - ASK – ASK**
- If you have a conflict of interest, *the member* must:
 - ✓ **File** a conflict form with the City Clerk
 - ✓ **Declare** the conflict on the record at the board meeting
 - ✓ **Refrain** (recuse yourself) from voting or otherwise participating in the matter.
- Work with the board's liaison and the chairperson to accomplish these steps



Conflicts of Interest

Important to know:

- The legal representative from the Law Department advises the commission as a body and NOT individual commissioners. If you have a specific question about whether certain conduct or a relationship creates an individual conflict of interest, you should seek the assistance of your own counsel in making that determination.
- It is responsibility of the individual commissioner to ensure that if a conflict or perceived conflict of interest arises, that they follow the appropriate process for declaring the conflict. If they do not and a conflict does exist, there are potential civil and criminal penalties for violating the Arizona's conflict of interest statutes.



What could happen if I violate?

- If reported to the Ethics Commission:
 - An investigation will commence.
 - At the conclusion of the investigation, the Ethics Commission will make a recommendation to sustain the alleged violations in whole or in part, to impose sanctions...or to dismiss the inquiry.
 - The recommendation will be placed on the next council agenda, at which time the council may censure, fine not to exceed \$500 for each violation, or removal from office.
- Potential criminal penalties pursuant to Arizona Revised Statute §38-510.



City Gift Policy

What is a “Gift”?

- **Code 2-52(A)(7)**: *direct or indirect compensation, other than as provided by law, for services, duties, or responsibilities rendered or to be rendered by a person in their capacity as an elected official, employee, board member, or volunteer.*
- **A tangible thing of value given to a board member in the course and scope of one’s duties as a board member.**



City Gift Policy - Prohibited

A gift in any amount received by an elected official, employee, board member, or volunteer is prohibited if the gift *creates the appearance of undue influence, or if the gift creates a conflict of interest . . .*



City Gift Policy

Permissible Gifts

A gift . . . is permissible if the gift is not otherwise prohibited by law.

“Gift” does NOT mean:

- Compensation received from person’s relative or partner
- A plaque or similar personalized award received for the person’s service to the City
- Admission, food, or beverages received to attend a “community event” (defined by Code)
- Admission, food, beverages, transportation, or accommodations received in capacity as City representative and related to City business



Examples of Gifts

Business Meals and Expenses

- OK when participating in periodic business functions hosted by other agencies where a meal is served and generally available to all attendees.

Meals and Refreshments

- OK when generally available to all at meeting/conference and member is a City representative.



Examples of Gifts

...Other prohibited gift examples...

- Not OK business dinner - a “one-on-one” meal (regardless of the cost) with person who has or will soon have business or action before the board, and the occasion is related to City business or action.
- Members may **not** accept meals, refreshments, or event attendance from a vendor that contracts with the City or is looking to contract with the City if the board member is involved



Questions?

Thank You



CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Jeffrey Barton
City Manager

FROM: Briiana Velez, P.E.
Street Transportation Director

SUBJECT: T2050 MAJOR STREETS PROGRAM UPDATE

This report provides the Citizens Transportation Commission (CTC) with updated information regarding the June 26, 2025, Street Transportation 2050 (T2050) Major Streets Program based on public comment at the meeting.

BACKGROUND

This report provides an overview of how the department develops scopes of work for capital improvement projects funded through T2050. It also highlights landscape percentage data associated with the June CTC meeting's shared projects and two canal projects that were either recently completed or scheduled for future construction.

FISCAL YEAR (FY) 2025 UPDATE

At the June CTC meeting, staff provided an update on the progress of the following projects:

- ST89340634 – BUILD 35th Avenue: I-10 - Camelback Road
- ST87600136 – 20th Street- Bicycle Corridor Improvements
- ST87210047 – 56th Street: Thomas Road - Indian School Road
- ST87100170 – 32nd Street: Shea to Cholla Median Alternative
- ST85100411 – Lower Buckeye Road: 27th - 19th Avenues
- ST89320161 – Van Buren Street: 7th - 24th Streets
- ST87600140 – RAISE BIL Rio-Reimagined Bike Ped Bridge

Attachment A shows the percentage of each project scope specifically allocated to landscaping. Staff also included two additional canal projects funded with T2050, one of which was completed in spring 2025, and the other is planned for construction in 2027:

- ST87600131 – Grand Canal Phase III: 75th - 47th Avenues - Completed
- ST87600132 – Western Canal: 4th Avenue - 24th Street – Planned for construction in the summer of 2027.

PROJECT PRIORITIZATION AND SCOPE DEVELOPMENT

Major roadway projects are designed with multiple priorities in mind, including:

- Safety
- Roadway capacity
- Aesthetics/landscaping
- Drainage
- Americans with Disabilities Act (ADA)/mobility improvements

In addition to these priorities, the project schedule and budget also significantly shape the final scope of work. The project team evaluates all five core priorities while balancing budgetary and scheduling constraints. Oftentimes, these constraints, especially the need for right-of-way acquisition or easements, can push a project in another direction, including reducing the project's final scope, deferring the project, or canceling a project due to added costs, delays, and shifts in department priorities. Despite these challenges, the department consistently strives to incorporate improvements related to safety, roadway capacity, aesthetics/landscaping, drainage, and ADA/mobility, particularly for the T2050 Major Street Program.

LEADING PEDESTRIAN INTERVALS (LPIS) AND SAFETY ENHANCEMENTS

Recently, the department began evaluating the use of Leading Pedestrian Intervals (LPIs) at signalized intersections. In collaboration with Northern Arizona University, design criteria were developed to guide decisions on LPI deployment.

The criteria considered are as follows:

- Traffic and pedestrian volumes
- Crash history
- Vehicular delay

LPI implementation is being considered at signalized intersections meeting the criteria and where the infrastructure supports the implementation. To date, LPI has been implemented at 25 signalized intersections throughout the City with 3 additional intersections planned by the end of October.

SIGNAL INFRASTRUCTURE AND UPGRADES

Currently, the City of Phoenix maintains:

- Over 1,200 signalized intersections
- Over 110 High-intensity Activated Crosswalks (HAWKs)

Approximately 25 percent of signalized intersections have been upgraded to modern standards via signal rebuilds or new installations through Capital Improvement Program (CIP) projects.

Typical upgrades at these intersections include:

- Flashing yellow arrows for all left turn movements.
- Audible Pedestrian Pushbuttons and ADA-compliant ramps.
- Emergency Vehicle Preemption.
- New Video Vehicle Detection.
- New Intersection Streetlighting.
- Signal Heads over all travel lanes.

Traffic signal improvements under the T2050 program may include innovations such as LPIs and GreenWave technology. GreenWave technology is dynamic software that optimizes signal timing based on traffic demand, enhancing corridor efficiency. It is currently planned as part of the major street project, BUILD 35th Avenue: I-10 to Camelback Road.

OTHER PROJECT UPDATES

The Van Buren Street project between 7th and 24th Streets represents a long-awaited transformation focused on enhancing pedestrian infrastructure and public space aesthetics. This corridor has been a priority for the community, and the City is proud to announce that federal approval has been secured to advance the project.

There were \$9.1 million in federal funds and \$4.9 million in local T2050 funds authorized for construction of the Van Buren Street project. The City anticipates advertising for construction in January 2026, with work expected to begin in early summer of 2026.

Initially, a \$2.3 million federal grant was allocated to support the addition of bike lanes along the corridor. However, a consensus could not be reached following extensive public outreach on removing a travel lane to accommodate the bike infrastructure. In response, City staff returned to the Maricopa Association of Governments (MAG). It successfully advocated for preserving the \$2.3 million in federal funding—redirecting it toward pedestrian safety enhancements, landscaping, and aesthetic upgrades that better reflect community priorities.

In addition, Phoenix was also awarded \$6.8 million in federal funds during the FY 2025 MAG Regional Closeout process, further supporting the corridor's revitalization and ensuring a more vibrant, accessible, and safe environment for all users.

As planning and programming efforts continue for the T2050 Major Streets Program for FY2026–30, the department remains committed to identifying and leveraging all potential local, federal, and regional funding sources. This strategic approach enables the City to maximize the effectiveness of T2050 and municipal funding by advancing innovative multimodal transportation projects that enhance safety, mobility, sustainability, and community connectivity.

These improvements will continue to prioritize:

- Safety enhancements
- Expanded roadway capacity
- Upgraded aesthetics and landscaping
- Enhanced drainage infrastructure
- Improved ADA and mobility access

The goal is to deliver meaningful, community-driven improvements that elevate connectivity, liability, and long-term resilience across Phoenix's transportation network.

CONCLUSION

This item is for information only.

ATTACHMENT A:

Landscaping Percentages for Highlighted T2050 Major Street Projects

Attachment A

Landscaping Percentage for Highlighted T2050 Major Street Projects*

Project Number	Project Name	Landscape Cost	Construction Cost	Landscape Percentage
ST89340634**	BUILD 35th Avenue: I-10 to Camelback Road	\$937,470.50	\$25,417,267.00	3.69%
ST87600136**	20th Street Bicycle Corridor Improvements (A.K.A 20th Street Grand Canal to Highland Avenue)	\$0.00	\$7,892,357.12	0.0%
ST87210047	56th Street: Thomas Road to Indian School Road	\$1,346,914.00	\$24,011,233.03	5.61%
ST87100170	32nd Street: Shea Boulevard to Cholla Street Median Alternatives	\$361,094.50	\$2,810,000.00	12.85%
ST85100411**	Lower Buckeye Road: 27th Avenue to 19th Avenue	\$46,463.19	\$9,548,306.58	0.49%
ST89320161**	Van Buren Street: 7th Street to 24th Street	\$1,018,795.30	\$11,645,830.00	8.75%
ST87600140**	RAISE Rio-Reimagined Bike Ped Bridge	\$547,630.00	\$32,937,000.00	1.66%
ST87600131**	Grand Canal Phase III: 75th Avenue to 47th Avenue	\$10,000.00	\$471,280.00	2.12%
ST87600132**	Western Canal: 4th Avenue to 24th Street	\$394,182.70	\$10,437,141.38	3.78%

*Landscape percentages based on construction costs before any contingencies.

**These projects are in Mobility Areas (MA) approved through the T2050 Mobility Program. The MA's were selected based on several criteria, one of which is Areas of Persistent Poverty.

CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

FROM: Markus Coleman
Light Rail Administrator

SUBJECT: South Central Extension/ Downtown Hub Light Rail Business and
Community Support

This report provides a final update on the Business Assistance Program, as well as an overview of future engagement strategies and marketing campaigns for the community.

This item is for information and discussion.

Summary

Valley Metro and the City of Phoenix, alongside the community, opened the South Central Extension/Downtown Hub (SCE/DH) 5.5-mile light rail project for passenger service on Saturday, June 7, 2025. The community event involved three celebration locations, with booths for more than 50 local businesses, a community procession and lowrider showcase featuring 250+ participants, commemorative transit passes and posters, all helping to welcome 5,000 attendees and several dozen local and national officials. Today, the new extension is generating 8,000 – 9,000 riders each weekday with Baseline/Central Ave station being the third busiest station on the system.

Valley Metro continues to engage with the community through outreach, education, marketing and business support for the neighborhoods, businesses, local groups, drivers and potential riders in this new corridor. This memo outlines our efforts to build ridership, increase awareness and to be continually present and accessible for the downtown and south Phoenix communities.

It is important to note that while this report is focused on SCE/DH, Valley Metro offers support and education throughout the entire system, tailored to the unique and various character areas in/around the system. Several elements of this plan have also been implemented as part of past extension openings and across the regional system.

Ridership Engagement & Attraction

To build ridership and increase familiarity with the new line, we are engaging in the following ways.

- **Ridership Marketing Campaign** – Focused on south Phoenix residents, businesses and systemwide riders, this campaign highlighted the affordability, ease and connectivity provided by the new extension with headlines such as: Now Open, See South Phoenix by Rail, New Stop/More Fun, available in both Spanish and English. Active August 1 – September 30, 2025.
 - Tactics – Facebook, Instagram, Spotify, Google/YouTube
 - Results (as of 9/30/25) – FB/IG ads garnered over 5.6 million impressions with a click-through rate (CTR) of 1.90% (111% above industry average of .9%); Spotify ads had a completion rate of 96% for English and 98% for

Spanish, both above the benchmark of 91%; overall sentiment is at 87% positive/neutral.

- **Light Rail Tours** – In coordination with local groups, non-profits and community representatives, offer guided light rail tours, featuring staff from Rail Operations, Safety & Security, Customer Experience and Public Art and sharing important details, including how to ride, fare information, destinations, accessibility, etc. The tours will be customized for the group and include loaded Copper Cards, Ride Guides and other leave-behind material and giveaways. These tours will be active throughout fall/winter 2025.
- **Rider Storytelling & Social Media Promotion** – Through video, social media and community partnerships, working to share stories of rider experiences and how they're benefitting from the new extension. Staff is also working in partnership with local organizations, including South Mountain Community College and South Phoenix Life, and businesses to share stories and events.
- **Employer Outreach** – Engaging with local employers along the corridor via canvassing and targeted communications to encourage ridership through information, resources and understanding fare program opportunities for their employees and customers.
- **Bi-weekly Email Blast** – Enhance current email communication to the downtown and south Phoenix audiences to include new, updated messaging about how to ride, how to use the VM apps, information about fares/Copper Cards/Reduced Fare, rider and business story highlights, accessible destinations and stories of continued investment along the line. The aforementioned tours will also be highlighted in this email. The email revamp has begun and will be active this year and next.
- **Ridership Mailer** – Focused on similar audiences, a bilingual postcard mailer to 20,000+ households was developed in September and will be mailed in mid-October, sharing the how/why to ride as well as key safety tips.
- **Material Delivery** – Thoughtfully and strategically, delivering Ride Guides and other relevant print material to community locations along the new line, such as community centers, senior centers, libraries, schools, events, etc.

Safety Education

A key priority is to help the community safely adapt to the changing environment of light rail now in operation and integrated within their street network.

- **Rail Safety Marketing Campaign** – Focused on downtown and south Phoenix residents and businesses, this campaign sought to simplify safety education into easy-to-use and understand steps for interacting with the light rail system, from staying alert to obeying traffic signals to warning that trains are quiet, available in both Spanish and English. Active August 7 – September 30, 2025.
 - Tactics – Facebook, Instagram, outdoor billboards, kiosk posters, dedicated landing page, Valley Metro social media channels
 - Results (as of 9/30/25) – FB/IG had over 5 million impressions with a CTR of .1%; four outdoor billboards placed along the extension generated over 2.5 million impressions; overall sentiment is at 99% positive/neutral.
- **Other tactics** – Safety tips are being regularly communicated via our email blasts, shared with local schools, mentioned as part of the Ridership Mailer and reinforced by our frontline teams on the ground in downtown and south Phoenix. These frontline teams are also crucial to helping to create an overall safe and secure environment for passengers, through their presence, enforcement, in partnership

with Phoenix PD, and through such customer-facing tools as **Alert VM**, a real-time “see/say something” tool.

Local Business Assistance Support

During construction, the Valley Metro Business Assistance program supported 379 unique SCE/DH businesses (or 93% of total businesses) through one or more programs, from signage to marketing to business consulting and direct grants from the Small Business Financial Assistance Program. Through opening and ongoing, staff continue to show support to the local, adjacent small business community through the following efforts.

- **Cruisin’ Central Business Promotion** – To celebrate the opening and push local shopping, a special digital pass was developed featuring 350 businesses (open to the general public). Between May – July 2025, the south Phoenix community and general public were encouraged via social and paid media to visit the digital directory and “check-in” at the business locations. A total of 1,143 people signed into the digital directory and there were 403 check-ins at local businesses.
- **Cruisin’ Central Ridership Campaign** – Continued into August 2025, staff packaged and hand-delivered 1,000 Cruisin’ Central bags to local businesses, featuring opening day commemorative items, how-to-ride and safety information and pre-loaded commemorative Copper Cards, encouraging employees to ride and enjoy.
- **Social Media Spotlights** – Spotlighting local businesses through Valley Metro’s social media channels and by staff visiting these locations. This effort also tied back to the Cruisin’ Central Business Promotion, encouraging local business check-ins.
- **Start-up Toolkit Distribution** – Created and distributed a “Preparing Your Business: Light Rail Start-up Toolkit,” a printed brochure containing tips and resources to help local businesses attract new customers with the light rail opening. More than 800 brochures were distributed.
- **Upcoming ideas** – Holiday 2025 direct mailer featuring local businesses and their participation with Valley Metro or sponsored holiday events and possible local food/dining events collaborating with local partners.

Continued Presence & Participation

Valley Metro community and business engagement coordinators continue to have a regular presence, a strong level of engagement and serve as ongoing points of contact to the downtown and south Phoenix communities. They are active via canvassing, final construction work notification, regular meeting attendance and community event participation. They are also critical to delivering the above programs.

In addition, Valley Metro now offers a Community Resource Hub, at the nexus of the two-line rail system in downtown Phoenix within CityScape, where dedicated Customer Service staff help customers, residents and visitors navigate and transfer between lines, plan trips across the entire transit system, answer questions and generally be of assistance, with support in all cases provided in both Spanish and English.

Valley Metro remains committed to continued engagement within the communities we serve. Input is welcome as we advance these programs.



Continued Support for SCE/DH Community

Citizens Transportation Commission | Oct. 2025

Springboarding from Opening Day

- 5,000 attendees on June 7
- Featuring:
 - 50+ local businesses
 - 250+ procession participants
 - 9,000+ boardings
- Generating 8 – 9k riders per weekday
 - Baseline/Central: Third busiest station!
- Re-affirming our commitment to **remain engaged & present**



Ridership Attraction

- Marketing campaign
- Rider storytelling
- Light rail tours
- Outreach & education
 - With employers
 - Mailer
 - Materials
 - Regular email

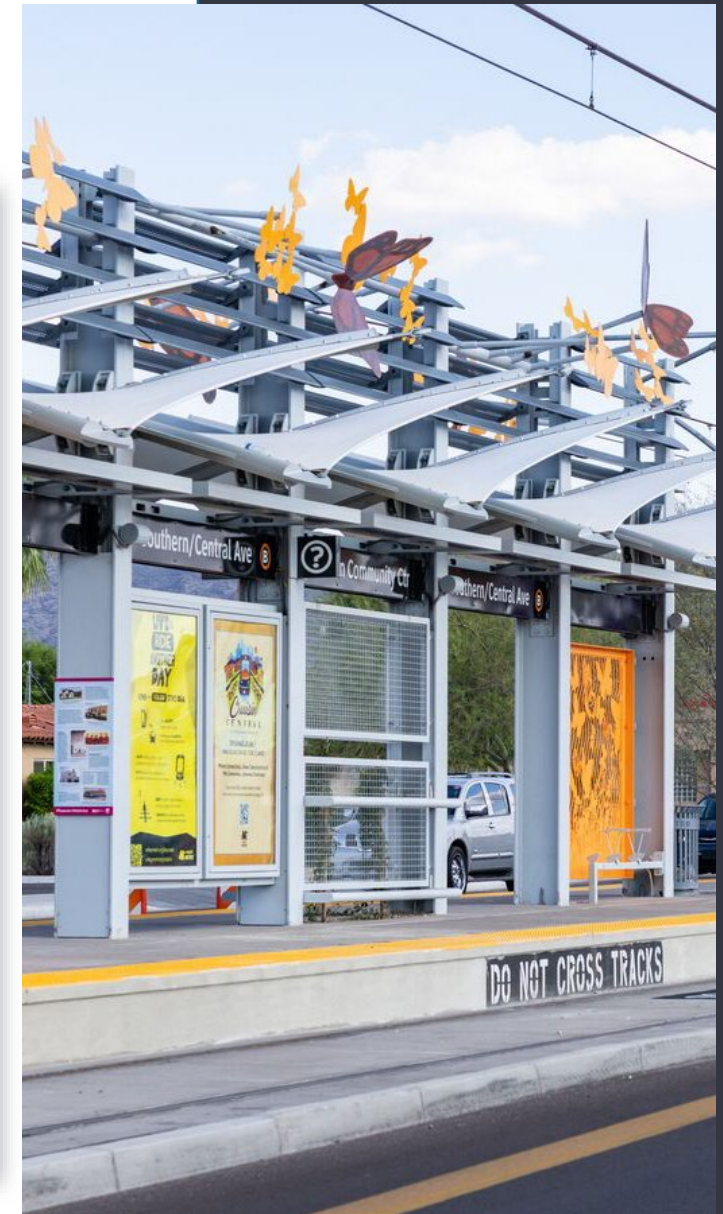


City of Phoenix



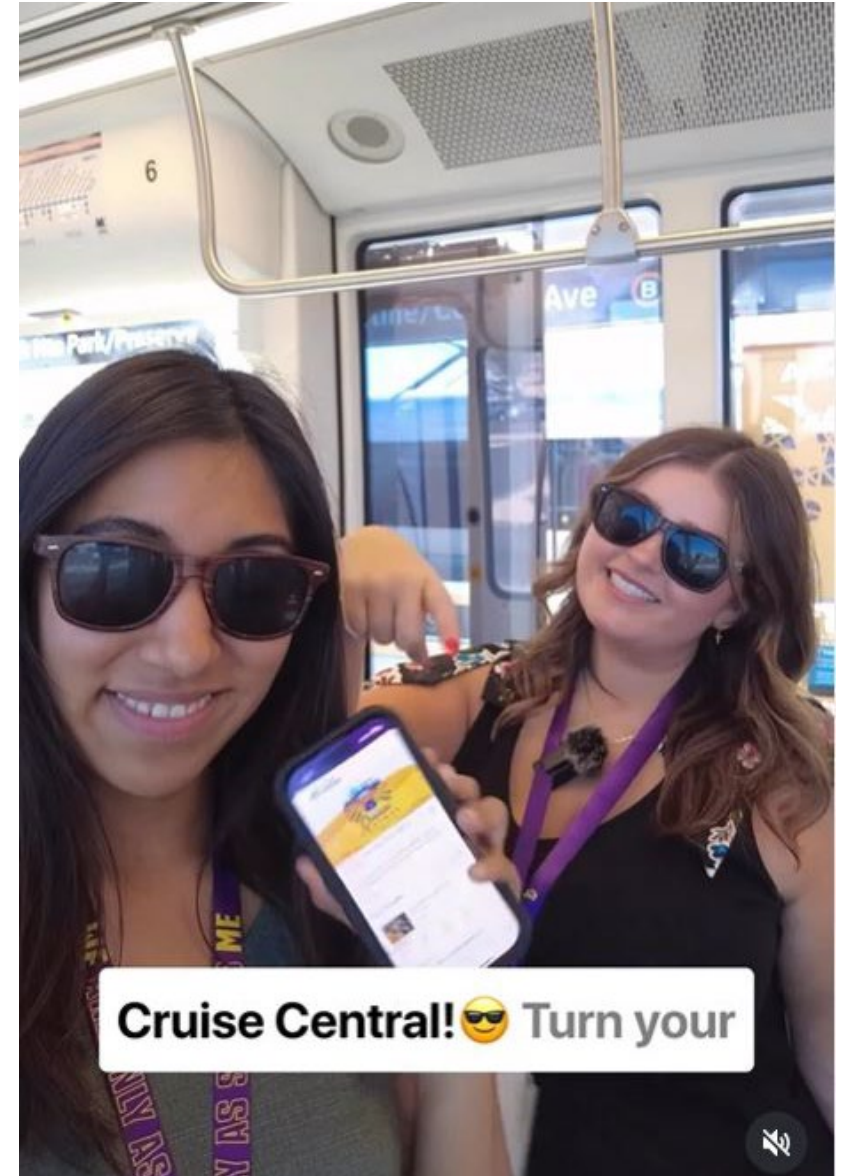
Safety Education

- Marketing campaign
- Education via:
 - Print material
 - Frontline presence
 - Regular email
 - Push of Alert VM



Local Business Support

- Cruisin' Central Business Promotion
- Social media promotion
- Toolkit distribution
- Upcoming support around holidays



Continued Presence

- Staffing commitment
 - Canvassing
 - Notification
 - Community meeting/
event participation
 - Accessibility
- Community Resource Hub at CityScape



City of Phoenix





Q&A

Thank you for time & support.

CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

FROM: Markus Coleman
Light Rail Administrator

SUBJECT: Transit Oriented Communities (TOC) Update

This report provides a general overview and status update of the active Transit Oriented Communities projects: Metro District (NWEII), Capitol District (CAPEX), 10 West Community, South Central Implementation, and Phoenix Main Line/ Revisiting Reinvent PHX (Reinvent PHX and 19 North).

Summary

Transit Oriented Communities (TOC), as a concept, is based on the idea that land development and the mobility infrastructure are inextricably linked and should therefore be designed to complement one another. The City of Phoenix focuses its TOC initiatives on areas within approximately a 10-minute walk of its current and planned light rail corridors. Broadly, Transit Oriented Communities envision a series of compact and mixed-use centers where residents can easily meet most of their daily needs within a short walk, bike ride, or transit trip.

The City Council adopted its first round of transit-oriented district plans in 2015 to help guide decisions, set priorities, and inform capital investments in the communities along the light rail system. Since that time, the City Council has adopted two additional plans, and staff are in the process of creating three further plans and pursuing two projects to help implement these existing plans.

Each community is unique, and therefore, the planning processes are specifically designed to establish a clear and shared understanding of existing conditions, the community's vision for its future, and an implementation roadmap for achieving that vision through partnerships. The process is structured around helping the community to answer three fundamental questions through an extensive, equitable, and purposeful public engagement tailored to each step of the process: Who We Are, What We Want, and How We Get There.

At this time, there are three community plans being created and two implementation projects focused on advancing the city's progress toward the vision contained in several City Council adopted community plans.

Planning Projects

The Metro District TOC Plan is situated along the Northwest Extension Phase II light rail corridor, and most notably includes The Metropolitan (formerly Metro Center Mall). This project received a grant from the Federal Transit Administration (FTA) in 2020. The project commenced in 2023 and is anticipated to initiate the formal adoption process in late 2025/early 2026.

The Capitol District and I-10West TOC Plans are situated along the planned Capitol Extension and I-10West Light Rail Extensions, respectively. These projects received a grant from the Federal Transit Administration in 2019. The project commenced in 2023 and is anticipated to initiate the formal adoption process in late 2025/early 2026.

Implementation Projects

The South Central Transit Oriented Development Community Plan was adopted by City Council in 2022 after receiving a grant from the FTA in 2016. The City then submitted a subsequent grant proposal to the FTA to help implement the “government-led actions” identified in the plan. The grant was awarded in 2022. The project commenced in 2024 and is anticipated to conclude in 2027.

Phoenix Main Line/ Revisiting Reinvent PHX is situated primarily along the original main light rail corridor, beginning at 50th Street and Washington, concluding at 19th Avenue & Dunlap. It continues the implementation of the six established Reinvent PHX and 19 North Transit Oriented District Policy Plans. This project received a grant from the FTA in 2024 and is in the procurement process.

Next Steps

An update will be provided in 2026 on the various transit-oriented community initiatives.

RECOMMENDATION

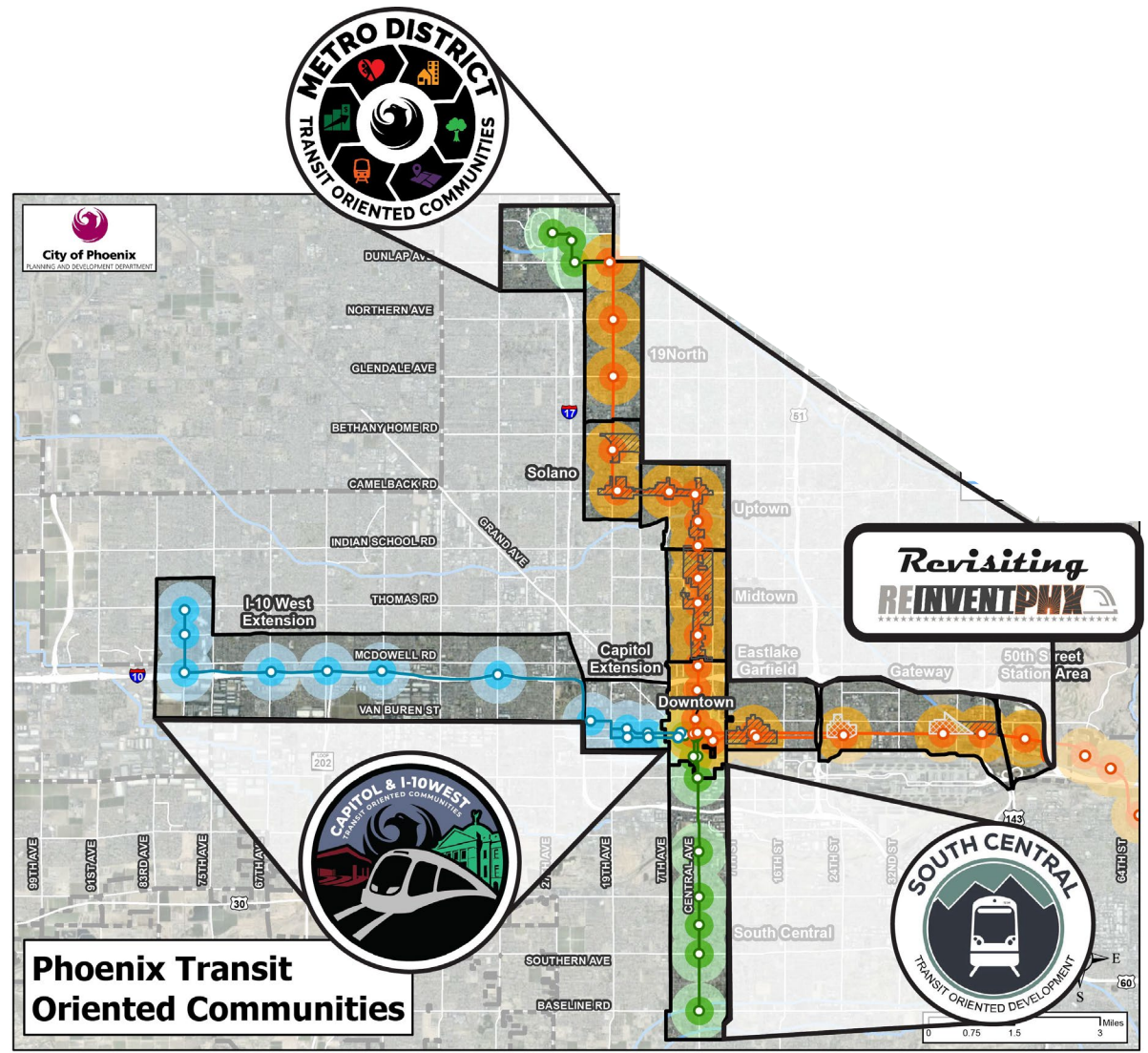
This report is for information and possible discussion.

Transit Oriented Communities

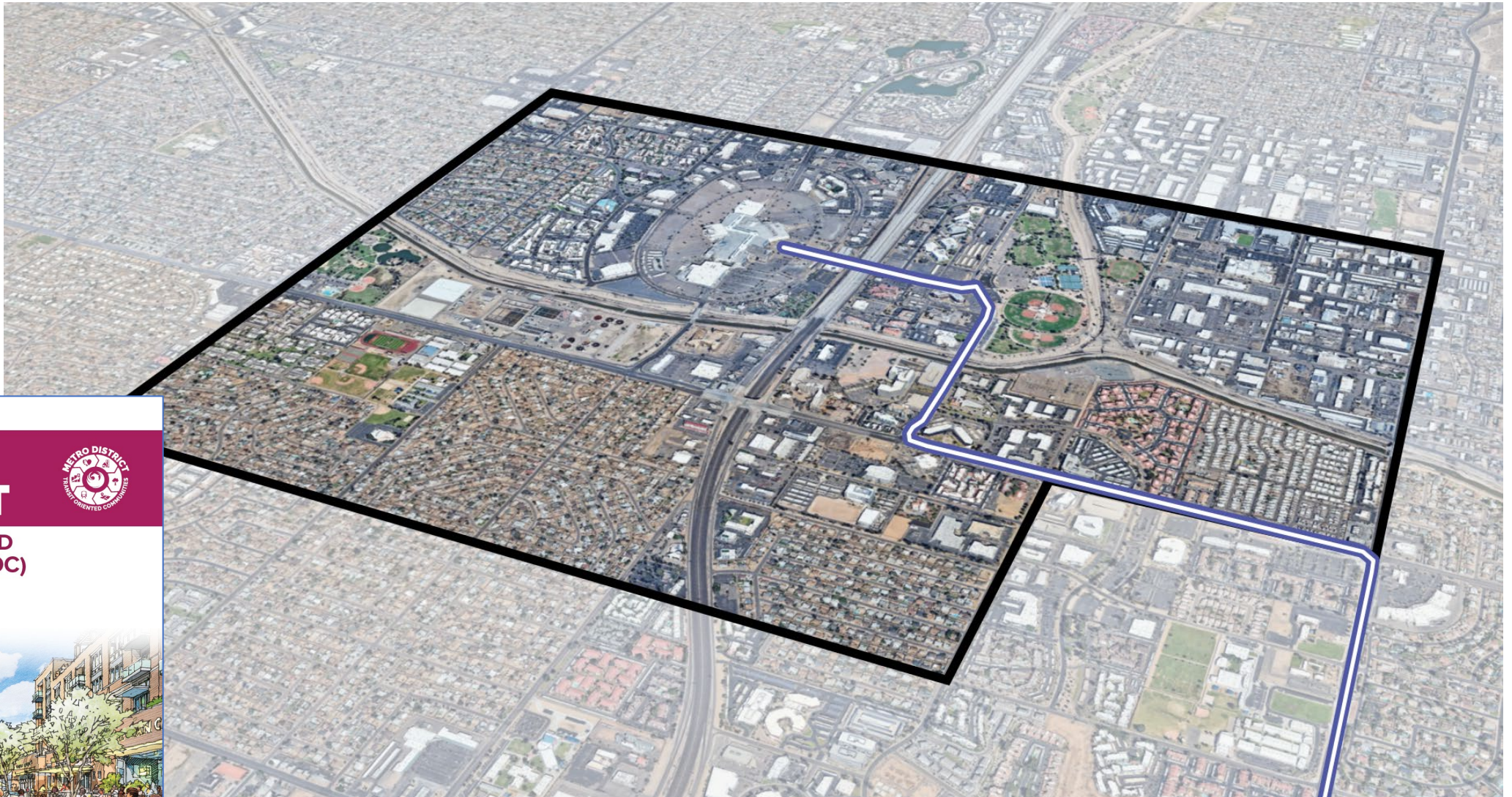
Citizens Transportation Commission
October 23, 2025




Urban Planning and Policy Team



Metro District | Study Area




METRO DISTRICT



TRANSIT-ORIENTED COMMUNITIES (TOC) POLICY PLAN

DRAFT 09/24/25









City of Phoenix
Planning & Development Department

PHOENIX TRANSPORTATION 2050

Metro District | Who We Are









Existing Conditions Analysis

-  Land Use
-  Housing
-  Economic Development
-  Health
-  Mobility
-  Green Systems

Metro District | What We Want



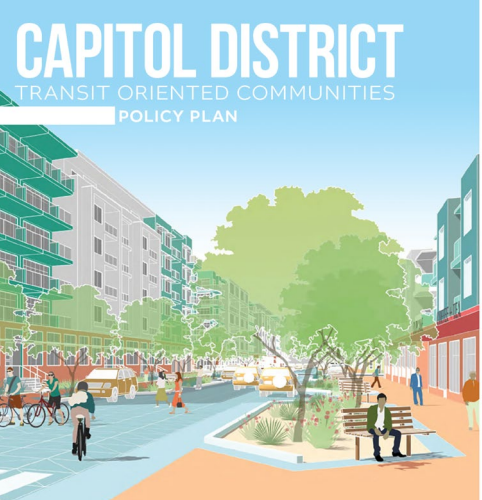
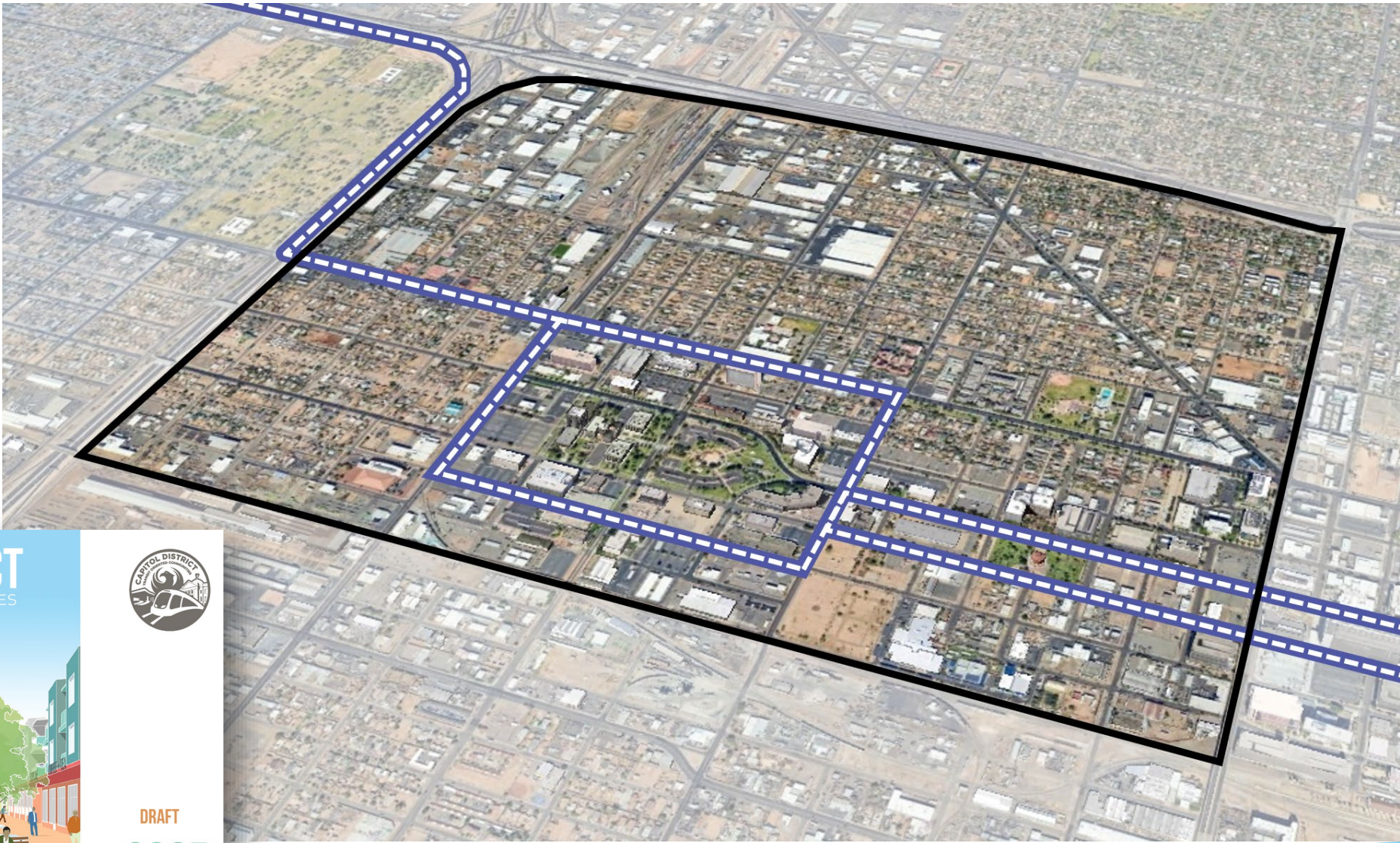
Community Vision - Themes

-  Great Places for Community To Happen
-  A Seamless Mobility System
-  Attainable Housing for All
-  An Economy of Live, Work, and Play
-  Model the Sustainable Desert City
-  A Healthy Place for All



Metro District Design Concept - Park and Ride at 19th Avenue & Dunlap Avenue

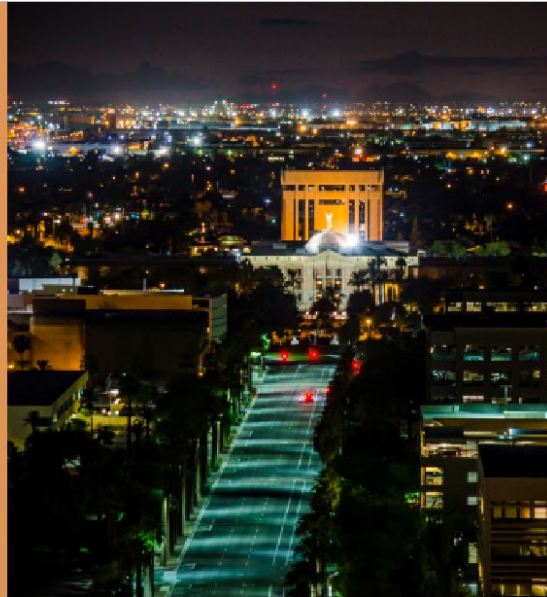
Capitol District | Study Area









DRAFT
2025
CITY OF PHOENIX
PLANNING & DEVELOPMENT DEPARTMENT

Capitol District | Who We Are

2 | WHO WE ARE



Existing Conditions Analysis

-  Land Use
-  Housing
-  Economic Development
-  Health
-  Mobility
-  Green Systems

Capitol District | What We Want

3 | WHAT WE WANT



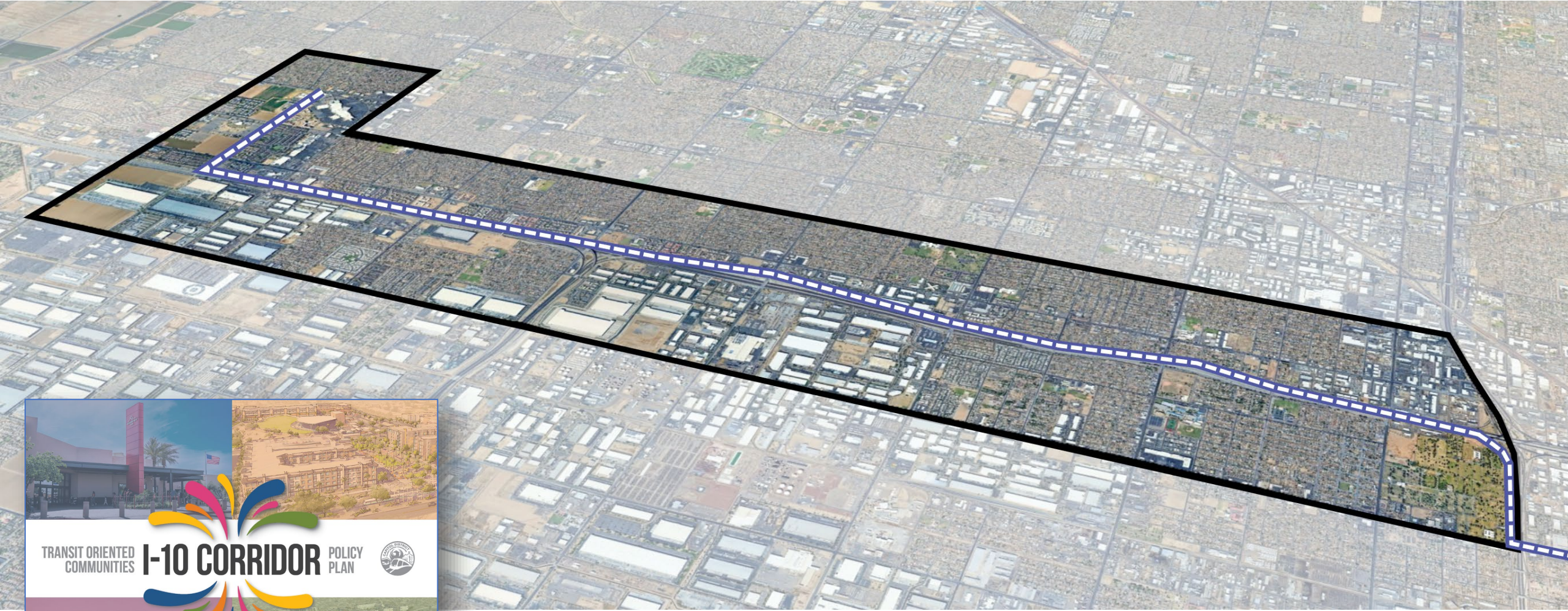
Community Vision - Goals

- A Network of Connected Open Spaces
- A Vibrant and Active Capitol Mall
- More Equitable Housing Opportunities
- A Comfortable Mobility System for Pedestrians, Bicyclists, and Transit Users
- An Even Stronger Grand Avenue
- Strong and Vibrant Neighborhoods



Capitol District Design Concept – The Vacant Attorney General’s Site

I-10 West Corridor | Study Area



TRANSIT ORIENTED COMMUNITIES **I-10 CORRIDOR** POLICY PLAN

2025 CITY OF PHOENIX
Planning and Development Department







DRAFT

I-10 West Corridor | Who We Are

2
WHO WE ARE



Existing Conditions Analysis

-  Land Use
-  Housing
-  Economic Development
-  Health
-  Mobility
-  Green Systems

I-10 West Corridor | What We Want

3
WHAT WE WANT



Community Vision - Goals

- Safe and Efficient Streets for Everyone
- Places for People to Gather and Linger
- More Equitable Housing Opportunities
- Increase Mobility and Accessibility
- Compact Walkable Environments Near Transit
- Strong and Vibrant Neighborhoods



An I-10 West Corridor Design Concept - 51st Avenue Station Area

South Central Implementation | Study Area

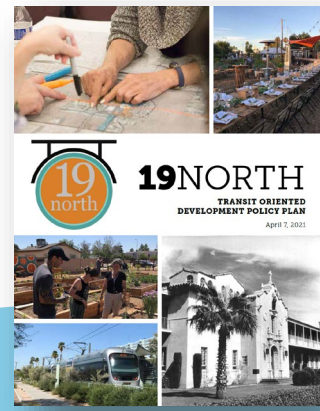
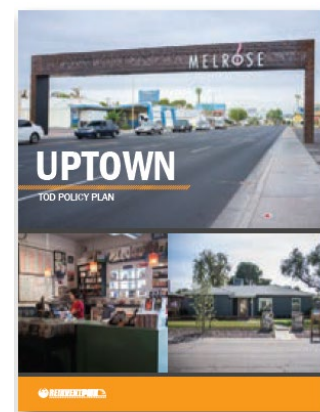
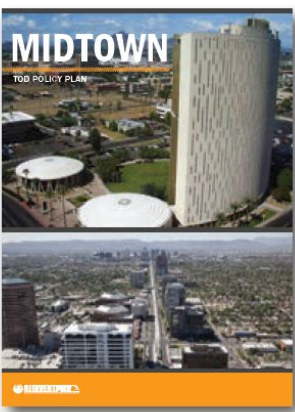
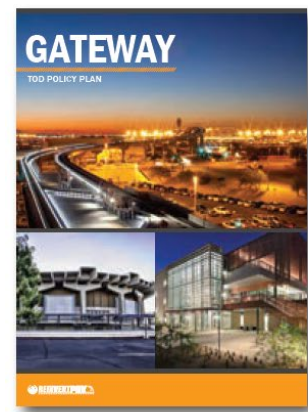


Pursuing “Government-Led Action Items”

- The WU Code - Zoning Refinements
- Infrastructure Needs Assessment
- Interdepartmental Alignments
 - Programs
 - Policies
 - Investments

Revisiting ReinventPHX / Main Line TOD *Upcoming Project*

- Contract award expected early 2026



City Council Adoption or Project Completion

- Metro District – Late 2025 / Early 2026
- Capitol District – Late 2025 / Early 2026
- I-10 West Corridor – Late 2025 / Early 2026
- South Central Implementation – 2027
- Revisiting Reinvent PHX / Main Line – 2027

Nick Klimek, AICP
Planner III
Transit Oriented Communities

PHOENIX TRANSPORTATION 2050

MOVING PHOENIX
FORWARD



FISCAL YEAR 2025

ANNUAL PROGRESS REPORT
JULY 1, 2024 THROUGH JUNE 30, 2025



A MESSAGE FROM LEADERSHIP



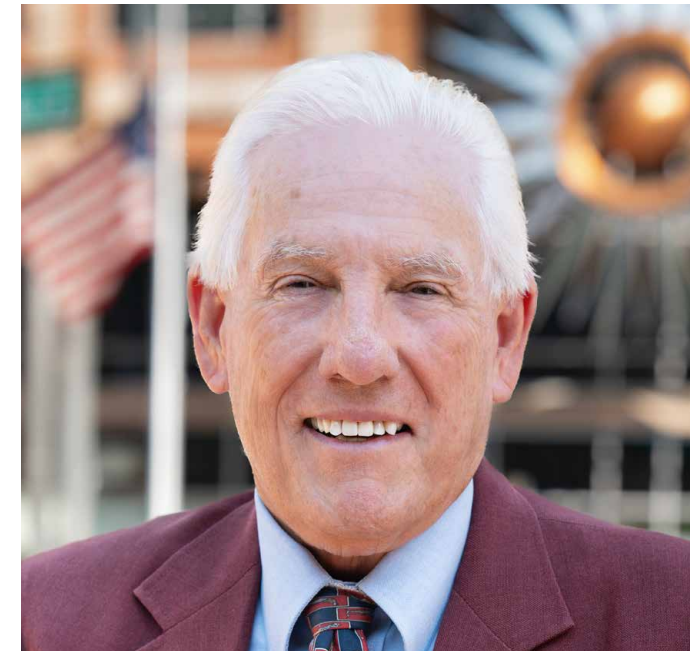
Mayor Kate Gallego

“Thanks to our voters, Phoenix has been able to make remarkable progress toward improving commutes and bettering lives throughout Phoenix. We have made key progress on our T2050 goals such as expanded bus service, upgraded our streets to be safer, increased pedestrian and bicycling safety, put into service cleaner buses, and expanded light rail. As T2050 approaches its 10-year milestone, I am celebrating these achievements, all of which continue to show that Phoenix is a national leader in infrastructure.”



Councilmember Debra Stark, Chair, Transportation, Infrastructure and Planning Subcommittee

“Public transit is essential to the daily lives of many Phoenix residents—connecting people to jobs, schools, and vital services. Transportation 2050 (T2050) has significantly expanded access through enhanced bus and light rail service, along with key road improvements. Year after year, this program continues to deliver the critical infrastructure and transit options our community needs and values. I’m excited to see how the strategic progress of T2050 will keep driving Phoenix forward.”



Commissioner David Moody, Chair, Citizens Transportation Commission

“The Citizens Transportation Commission continues to champion transparency and accountability in the administration of the Phoenix Transportation 2050 Plan. Over the past fiscal year, we’ve seen meaningful strides in expanding transit access, enhancing infrastructure and maintaining the city’s growing street network. Our commissioners take pride in providing the oversight necessary to ensure that T2050 investments are both impactful and equitable—supporting a more connected, sustainable future for all Phoenix residents.”

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1.0 Program Overview



2.0 Bus and Dial-a-Ride



3.0 High Capacity Transit



4.0 Street Maintenance and Improvements

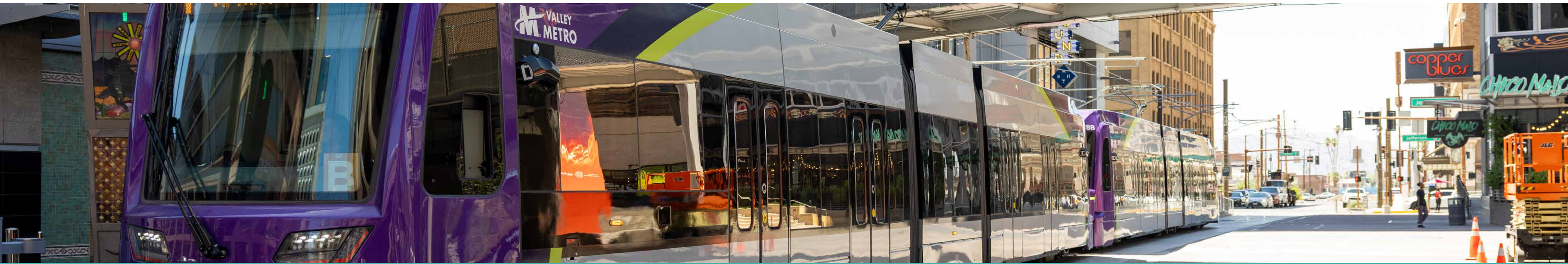


5.0 Appendix

1.0

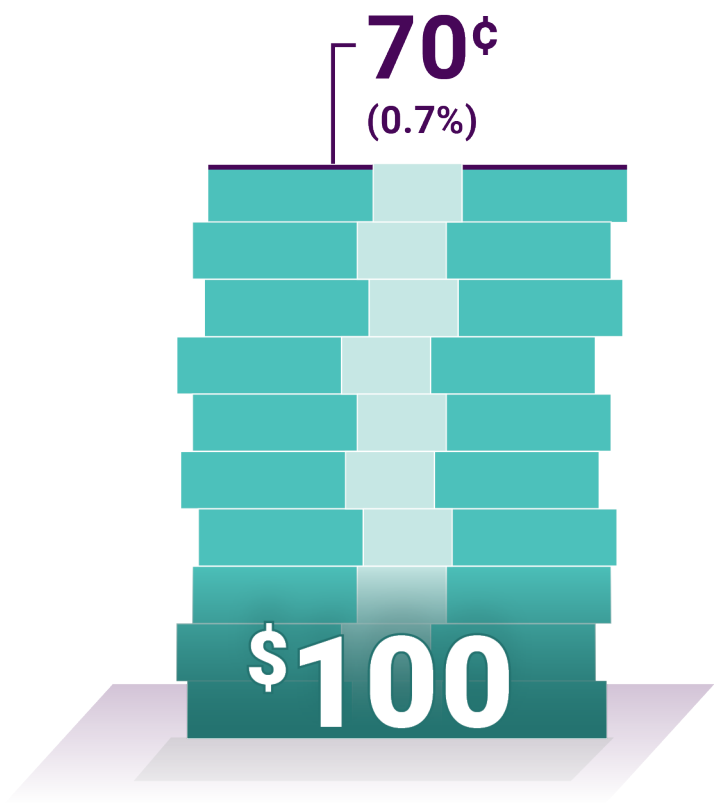
Program Overview





PROGRAM OVERVIEW

7 Transportation 2050 (T2050) is Phoenix's 35-year plan dedicated to improving multiple modes of transportation in Phoenix, including bus, light rail, Dial-a-Ride, streets, bike lanes, and active transportation. Phoenix voters made T2050 possible when they approved [Proposition 104](#) on Aug. 25, 2015, which became effective Jan. 1, 2016, allocating 70 cents of each \$100 spent to the city's transportation needs. Approximately 86% of funds support public transit and 14% supplement street maintenance and improvement funds.



T2050 revenues supplement other sources of transportation funding, allowing the city to accomplish more. This report summarizes T2050 accomplishments from July 1, 2024 to June 30, 2025 (FY 2025). In addition, the report identifies cumulative progress since the start of the program and provides an overview of improvements planned for the next five years.



T2050 is dedicated to improving multiple modes of transportation in Phoenix, including bus, light rail, Dial-a-Ride, streets, bike lanes and active transportation.

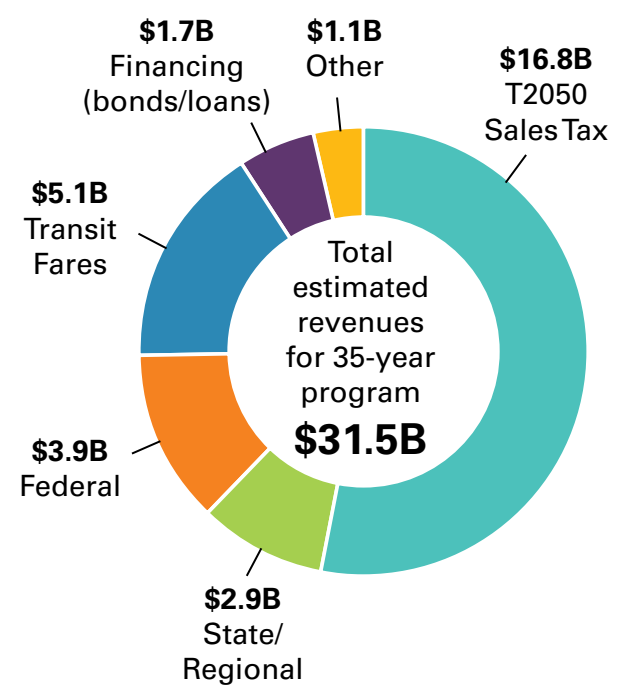
Life Cycle Revenues

Over the course of 35 years, Phoenix expects sales tax revenues to generate more than half of the estimated \$31.5 billion in overall T2050 funding. The remaining funds will be provided by federal, state, regional and local funding sources. Figure 1.1 shows funding sources as established at the start of the program.

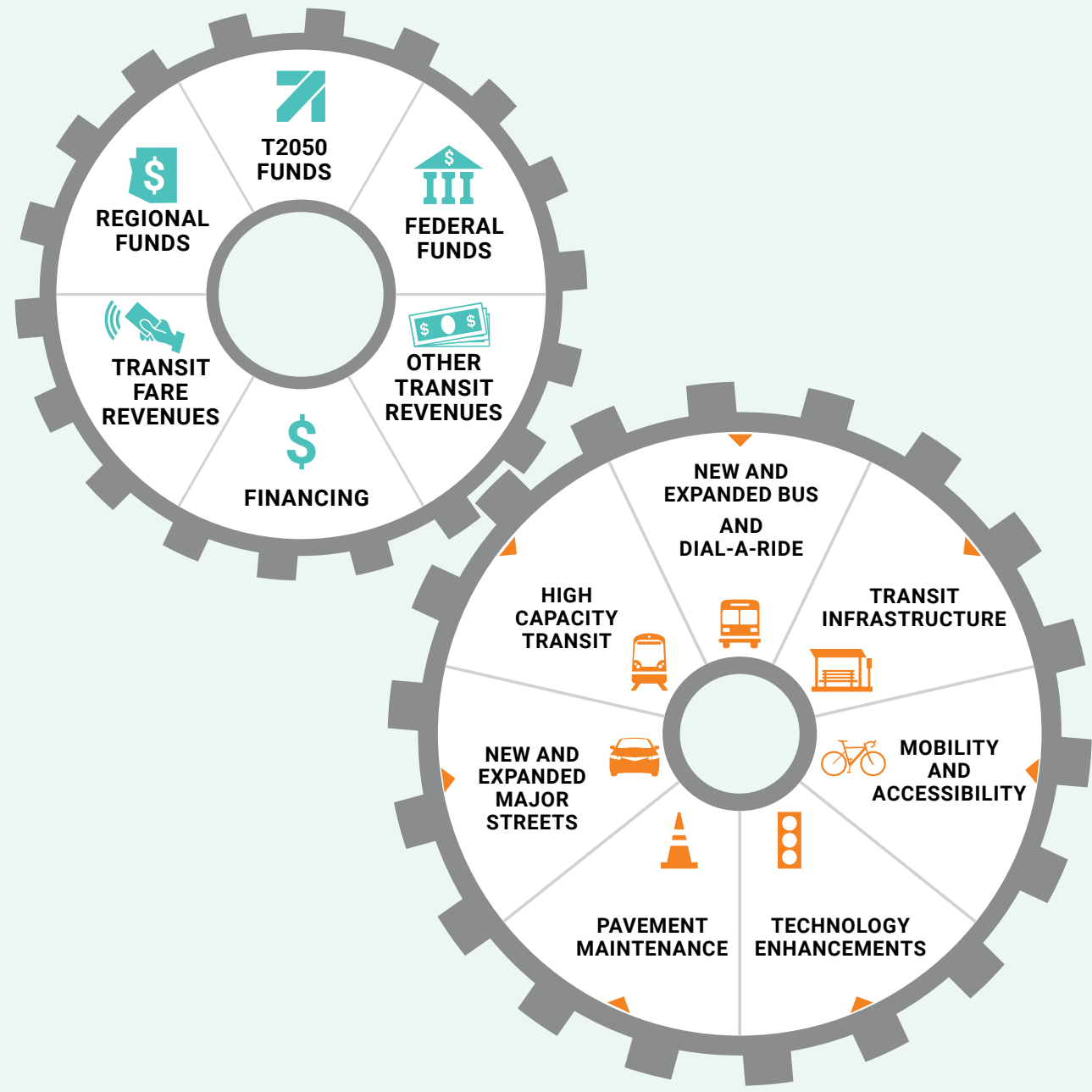
In addition to these funds, Public Transit and Street Transportation departments staff will pursue opportunities to reduce costs through innovation and efficient project delivery methods.

More information on program assumptions can be found in the appendix, with projected and actual sales tax revenue shown in [Table A.1](#). For additional information on regional and federal funding, visit the [City of Phoenix T2050 Funding web page](#).

Figure 1.1 Sources of Funds



T2050 FUNDING



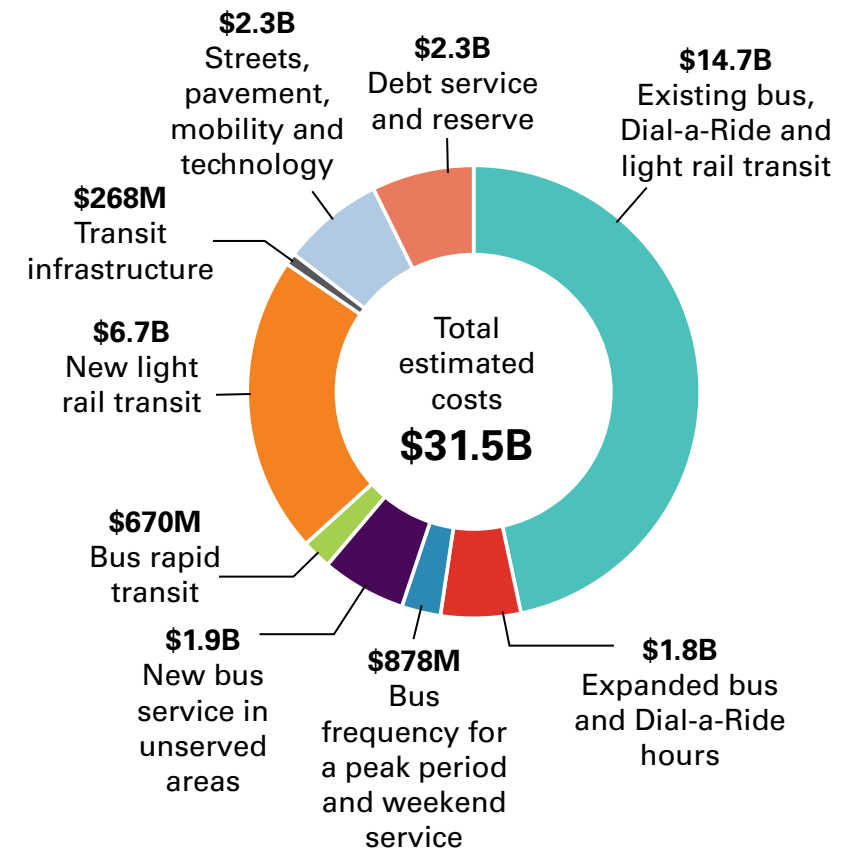
T2050 PROGRAM AREAS

Select the text links in the gear for more information about these program areas.

Life Cycle Expenditures

At times, revenue projections for T2050 will exceed projected expenditures for a given year. This helps to ensure that the plan has available funds in future years for large capital projects such as light rail construction, park-and-ride facilities and other similar investments. It also aims to maintain a fund balance throughout the life of the plan whenever possible. Figure 1.2 shows the planned uses of funds as established at the launch of the program.

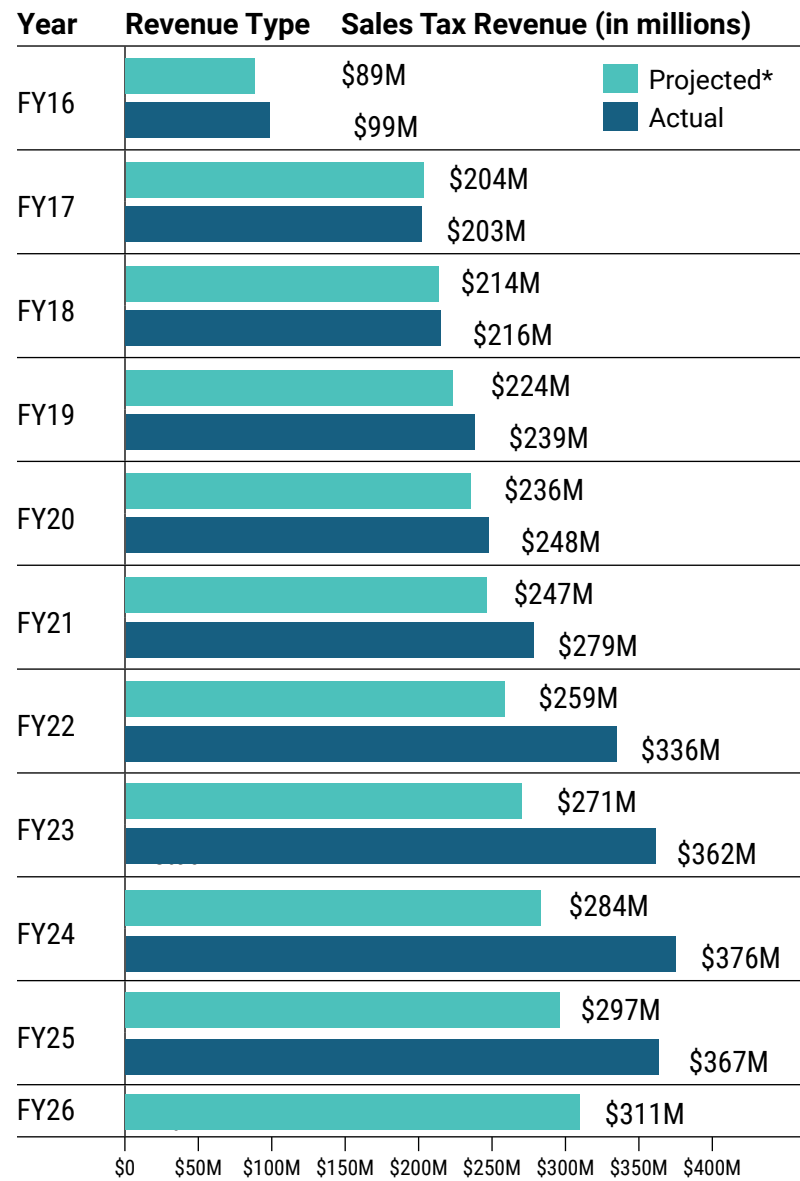
Figure 1.2 Planned Uses of Funds



FY 2025 Financial Summary and Projection

The total operating and capital budgets for FY 2025 are \$839,422,678. [Table A.2](#) in the appendix details budgeted and actual revenues and expenditures. Figure 1.3 provides projected and actual sales tax revenue, as well as short-term projected revenue figures. [Table A.3](#) in the appendix outlines the FY 2026–2030 five-year financial plan.

Figure 1.3 T2050 Sales Tax Revenue Summary



* Projected sales tax revenues reflect the initial T2050 plan.

Formal Oversight

The Citizens Transportation Commission (CTC) was established in 2015 by the mayor and Phoenix City Council to provide oversight of the T2050 program. The commission is composed of 15 members appointed by the mayor and councilmembers to address street and transit needs, oversee the expenditure of funds and make recommendations on plan elements.

CTC members represent various facets of the community. As of June 30, 2025, the CTC members include:

- Chair David Moody
- Vice-Chair Clark Princell
- Lina Bearat
- Joan Berry
- Luke Douglas
- Mike Huckins
- Jack Leonard
- Anna Maria Maldonado
- Christina Panaitescu
- Sanjay Paul
- Ellie Perez
- Lisa Perez
- David Steinmetz
- Darlene Vallo
- Fallon Webb

The Phoenix City Council’s Transportation, Infrastructure and Planning Subcommittee provides policy guidance on issues related to infrastructure, transportation, transit, streets, aviation/airport, water, technology, smart cities, innovation and sustainability. The Phoenix City Council provides additional oversight, and its meetings also present opportunities for the public to offer additional input on the program.



Visit the [Valley Metro website](#) or download the [Valley Metro app](#) to pay transit fares, as well as to stay up to date on rider alerts, such as route detours due to construction or local events.

Public Outreach

To understand residents’ transportation needs, staff from both the Public Transit and Street Transportation departments regularly engage with the public at open houses and public meetings. They also attend community events to provide information and gather input on a variety of topics, including increasing transit access, planning bus routes and extensions, locating future light rail stations, deciding potential bus rapid transit (BRT) routes, building and improving roads, and creating and enhancing bike lanes.

35-Year Goals Established at the Onset of T2050

The voter-approved 35-year sales tax became effective on Jan. 1, 2016. The following dashboard provides an overview of T2050’s progress. City leaders established these goals based on the [Proposition 104](#) ballot language, with the expectation that goals may evolve as the program progresses. Use the interactive links included throughout this report to access additional information.

T2050 Goals Dashboard on next page

This dashboard represents progress from Jan. 1, 2016, through June 30, 2025.

T2050 GOALS ESTABLISHED AT PROGRAM ONSET

EXPECTED PROGRESS AT 9.5 YEARS

	T2050 GOALS ESTABLISHED AT PROGRAM ONSET	EXPECTED PROGRESS AT 9.5 YEARS
BUS AND DIAL-A RIDE	35 YEARS CONTINUE local bus, RAPID commuter bus, neighborhood circulator and Dial-a-Ride service for 35 years	More Info
	15 MIN PROVIDE 15-MINUTE FREQUENCY on half of all bus routes	More Info
	RAPID EXTEND AND ADD new RAPID service	More Info
	PURCHASE NEW buses and Dial-a-Ride vehicles	More Info
	EXTEND bus and Dial-a-Ride service hours TO MATCH LIGHT RAIL HOURS	More Info
	EXTEND AND ADD BUS SERVICE to unserved major streets	More Info
	ADD NEW circulator service	More Info
	BUILD NEW park-and-ride lots	More Info
	BUILD additional bus bays	More Info
	HIGH CAPACITY TRANSIT	CONTINUE EXISTING MILES of light rail service
PROVIDE 75 MILES of new bus rapid transit service		More Info
ADD 42 MILES of new light rail in Phoenix		More Info
BUILD NEW light rail station at 50th Street (completed April 25, 2019, and operational since then)		More Info
STREETS	680 MILES of new overlays on arterial/major streets	More Info
	2,000 new streetlights	More Info
	\$240 MILLION for new roads and upgraded bridges	More Info
	1,080 MILES of new bike lanes	More Info
	135 MILES of new sidewalks	More Info
	ENHANCE technology	More Info

All goals expected to be at or above the progress target at 9.5 years.

Below expected target Approaching expected target At or above expected target

2.0

Bus and Dial-a-Ride





BUS AND DIAL-A-RIDE CUMULATIVE PROGRESS JANUARY 1, 2016–JUNE 30, 2025

EXTENDED SERVICE HOURS

for bus, light rail, and Dial-a-Ride
(FY 2017-PRESENT)



EXTENDED BUS ROUTES

Route	Description	Year
51	51st Avenue Lower Buckeye Road to Baseline Road	(FY 2017)
39	Shea Boulevard (Dreamy Draw) Park-and-Ride to 40th Street	(FY 2017)
122	Cactus Road ASU West Campus to 19th Avenue/ Dunlap Avenue Light Rail	(FY 2017)
60	Bethany Home Road 83rd Avenue to Camelback Road and 24th Street	(FY 2018)
19	19th Avenue 23rd Avenue and Pinnacle Peak Road to Happy Valley Road	(FY 2018)
MARY	MARY Neighborhood Circulator Extended on 59th Avenue to service neighborhoods near Sunridge Park	(FY 2022)
43	43rd Avenue Extended from Buckeye Road to Lower Buckeye Road	(FY 2022)
28	Lower Buckeye Road from 75th Avenue to 99th Avenue	(FY 2023)
61	Southern Avenue Extended from 43rd Avenue to 51st Avenue	(FY 2023)
77	Baseline Road 75th Avenue to 83rd Avenue	(FY 2025)
27	27th Avenue Durango Street between 27th Avenue and 35th Avenue	(FY 2025)

ADDED BUS ROUTES

Route	Description	Year
32	32nd Street Camelback Road to Baseline Road and Priest Drive	(FY 2017)
140	Ray Road 48th Street to Gilbert Road	(FY 2018)

INCREASED FREQUENCY



Improve frequency to **15 MINUTES OR BETTER ON 12 ROUTES:**

Route	Description	Off-peak	Peak
19	19th Avenue	(FY 2018 & FY 2024)	
3	Van Buren Street	(FY 2018 & FY 2024)	
50	Camelback Road	(FY 2018)	
29	Thomas Road	(FY 2018)	
41	Indian School Road	(FY 2019)	
0A	South Central Shuttle	(FY 2022)	(FY 2022)
7	7th Street	(FY 2022)	(FY 2022 & FY 2024)
156	48th Street to Gilbert Road	(FY 2022)	
16	16th Street	(FY 2024)	
35	35th Avenue	(FY 2024)	
70	24th Street/Glendale Avenue	(FY 2024)	
27	27th Avenue	(FY 2024)	

Weekday service levels on five holidays reinstated from previous Sunday schedule. (FY 2018)

RAPID service frequency was increased to address overcrowding. (FY 2019)

Weekdays and weekends were improved to operate **to 30 MINUTES or better.** (FY 2016)

ORDERED

Quantity	Description
518	Local Buses
44	Rapid Buses
197	Dial-a-Ride Vehicles
11	Circulator Buses

INSTALLED

Quantity	Description
8	Bus Bays
108	Bus Stops
726	Bus Shelter Shade Structures

OTHER IMPROVEMENTS COMPLETED

\$558 MILLION RECEIVED in Federal Transit Administration (FTA) formula grants for Phoenix transit (9.5-year total)

\$42 MILLION RECEIVED in competitive grant funding to purchase buses (9.5-year total)

WEST TRANSIT FACILITY awarded contract (FY 2026-FY 2032)

NORTH AND SOUTH FACILITIES awarded contract (FY 2021-FY 2027)

ADDITIONAL TRANSPORTATION OPTIONS for seniors and people with disabilities with the addition of *Valley Metro's RideChoice Program*

PTD IT implementation of passenger notifications for passengers who use Dial-a-Ride (FY 2022)

TRIPSPARK customer web portal for Dial-a-Ride reservations (FY 2018)

SECURITY PHOENIX POLICE DEPARTMENT TRANSIT UNIT K-9 Security Unit (FY 2017)

REGIONAL DIAL-A-RIDE IMPLEMENTED eliminating jurisdictional transfers (FY 2017)

COMPUTER-AIDED DISPATCH/AUTOMATED VEHICLE LOCATION upgrades installed (FY 2020)

FARE COLLECTION SYSTEM awarded contract (FY 2020 to Present)

FLEET TRANSITION ordered 45 hybrid-electric transit buses and 12 battery-electric transit buses

OPERATIONS CONTROL CENTER awarded contract (FY 2021-FY 2027)



BUS AND DIAL-A-RIDE



The Phoenix Public Transit Department (PTD) is committed not only to operating safe and reliable transportation services, but also to fostering meaningful physical connections across communities.

Through the regional transit network, riders get access to essential destinations such as schools, healthcare facilities, workplaces, grocery stores and pharmacies—strengthening the social and economic fabric of the city. The department works in partnership with Valley Metro, the regional public transit agency that coordinates transportation services for riders across the metro area.

Phoenix residents have access to a wide range of public transit options, including fixed-route bus service, light rail, neighborhood circulators and RAPID and Express commuter buses. Alternative transportation services such as Dial-a-Ride and RideChoice serve people who are unable to use local routes due to a disability. For additional transit information, visit the [City of Phoenix Public Transit web page](#).

Funding and Budget

Bus, light rail and Dial-a-Ride services receive T2050 sales tax revenues and funding from federal grants. Funding is also generated from fares, transit advertising and the Regional Public Transportation Fund.

Employing these resources, PTD used \$283.3 million in FY 2025 to support ongoing operations and system improvements, which included greater bus frequency, additional and extended bus routes, new vehicles, shaded bus stops and security and technology enhancements. Phoenix plans to use \$2.4 billion over the next five years to continue bus and Dial-a-Ride operations, make capital investments to ensure that the system remains in a state of good repair, and further expand and enhance the system.

Microtransit

In October 2024, the U.S. Department of Transportation Federal Highway Administration (FHWA) awarded PTD a \$12.9 million congestion relief grant to fund Project EASE in Phoenix. Project EASE (Effective Access Solutions for Easing Congestion) is a three-pronged congestion mitigation initiative designed to provide greater options for passengers to utilize public transit. Project EASE includes implementing three microtransit service zones within the city over a three-year period to increase coverage of the public transit system, provide commuter bus improvements that complement the new microtransit zones and integrate new and existing microtransit services into the region’s transit software application for trip planning, real-time tracking and fare payment.

In FY 2026, PTD will work with FHWA to finalize the grant agreement. These initiatives will provide greater access to public transit by facilitating an easy passenger experience, thereby reducing congestion.



Dial-a-Ride buses provide people with disabilities a safe and convenient means of transportation.

Local Fixed Route

The foundation of the public transit network is local fixed-route bus service. Riders can easily make their way to desired locations across the Valley using the grid system on which buses operate.

Bus Stops and Shelters

PTD added five new bus stops and 81 shade structures to existing bus stops during the past fiscal year. Over the next five fiscal years, Phoenix plans to install 80 additional shade structures each year for a total of 400 structures by FY 2030.

Dial-a-Ride and Alternative Transportation Services

Phoenix Dial-a-Ride service is available to Americans with Disabilities Act (ADA) certified Phoenix residents who are unable to use the fixed-route transit system. Dial-a-Ride users can schedule a trip on the shared-ride service either by phone or using the online reservation tool, TripSpark. Service hours for Dial-a-Ride match the hours of bus and light rail.

Effective FY 2025 (July 1, 2024), the PTD transitioned its Alternative Transportation Programs to [Valley Metro's RideChoice Program](#), which offers alternative transportation options, including taxicabs and rideshare providers to Phoenix residents who are ADA paratransit certified, or 65 years or older.

Circulator Service

Four circulator routes—ALEX (Ahwatukee Local Explorer), DASH (Downtown Area Shuttle), MARY (Maryvale Area Ride for You), and SMART (Sunnyslope Multi-Access Residential Transit)—connect area residents with key neighborhood destinations such as libraries, grocery stores and community centers.

The ALEX circulator was implemented in November 2001 and currently operates seven days a week, running every hour per direction. The DASH circulator was implemented in April 1991 and currently runs every 12 minutes per direction.

The MARY circulator was implemented in July 2007. MARY circulator trips are designed as clockwise and counterclockwise loops that take approximately 90 minutes to complete. The route currently operates seven days a week running every hour per direction.

The SMART circulator was implemented in July 2007. The last modification to the SMART circulator was in April 2020, when it was rerouted to better serve Mountain Park and Desert Mission Food Bank in the Sunnyslope neighborhood. The route currently operates seven days a week, running about every 35 minutes per direction.

RAPID Commuter

RAPID service began in 2003 after the construction of multiple dedicated park-and-rides throughout the city. The routes are designed to operate frequently during morning and afternoon rush hours, connecting park-and-rides outside of the city center and Downtown Phoenix.

Six RAPID routes provide residents in suburban areas with an alternative to driving to Downtown Phoenix:

- I-17 RAPID: Connects park-and-rides along Interstate 17 at Happy Valley Road, Bell Road, and Thelda Williams Transit Center at Metrocenter with Downtown Phoenix.
- SR-51 RAPID: Connects park-and-rides along Arizona State Route 51 at Bell Road and Shea Boulevard with Downtown Phoenix.
- I-10 East RAPID: Connects Pecos Park-and-Ride in the Ahwatukee neighborhood with Downtown Phoenix via Interstate 10.
- I-10 West RAPID: Connects Desert Sky Transit Center and 79th Avenue Park-and-Ride with Downtown Phoenix via I-10.
- South Mountain East RAPID: Connects 24th Street and Baseline Park-and-Ride with Downtown Phoenix via 24th Street and Washington/Jefferson streets.
- South Mountain West RAPID: Connects 27th Avenue and Baseline Park-and-Ride with Downtown Phoenix via Baseline Road and 19th Avenue.



RAPID routes are primarily for commuters, operating during peak hours with limited stops.

Park-and-Rides and Transit Centers

PTD maintains and operates nine park-and-ride facilities, including the Sunnyslope, Thelda Williams and Desert Sky transit centers, which provide free parking for transit users. In addition, Valley Metro manages six light rail park-and-ride locations along the Phoenix portion of the light rail alignment.

The new Greg Stanton Central Station Transit Center at 311 North First Avenue is scheduled to open in late 2025. Congressman Greg Stanton has demonstrated his commitment to public transit throughout his career while serving as a Phoenix councilmember and mayor and now representing Arizona in Washington, D.C. He championed the passage of Phoenix's Proposition 104 while running his own mayoral reelection campaign. His ongoing advocacy has helped secure millions of dollars for public transit projects, including the South Central/Downtown Hub light rail extension, as well as millions of dollars for Phoenix to purchase low- and zero-emissions buses.



When construction is complete, the Greg Stanton Central Station Transit Center will serve as a major hub for both light rail and bus routes, including local buses, the DASH circulator, Dial-a-Ride, and RAPID/Express routes.

Technology

In July 2024, the new regional fare collection system modernization project updated the regional mobile ticketing app, which includes the availability of individual smartcards, a retail network, and a public website for account management. Fareboxes on all buses were upgraded and beginning in October 2024, paper passes were phased out, with multiple new options made available to regional passengers. The new system implements fare capping for all transit passengers, ensuring riders are not charged beyond daily, weekly or monthly fare limits.

Plans for temporary zero-emission hydrogen fueling infrastructure at the city's West Transit Facility have been paused due to rising costs. Permanent hydrogen fueling infrastructure will be considered as a future project. Plans for charging and piloting battery-electric buses continue moving forward.

	DAILY	WEEKLY (MON - SUN.)	MONTHLY (CALENDAR)
FULL FARE MAXIMUM Local	\$4	\$20	\$64
REDUCED FARE MAXIMUM Local	\$2	\$10	\$32



In FY 2025, PTD replaced fareboxes with ticket vending machines.

Table 2.1 T2050 Bus and Dial-a-Ride

Completed FY 2025 (July 1, 2024–June 30, 2025)

Fund existing bus, RAPID commuter bus, neighborhood circulator and Dial-a-Ride service for 35 years

- Continued to provide safe and reliable services in Phoenix and across the region.
- Maintained bus and Dial-a-Ride service hours to match light rail hours.

Improve bus frequency

- Maintain existing frequent service network in Phoenix, monitor ridership trends and evaluate feasibility to modify route frequencies to expand the frequent service network in the future.

New buses and Dial-a-Ride vehicles

- Ordered 25 Dial-a-Ride vehicles.

Extend and add bus service to unserved major streets

- Extended Route 77 west to 83rd Avenue.
- Modified Route 27 to include Durango Street between 27th and 35th avenues.

Bus bays

- Began design of one bus bay at McDowell Road and 19th Avenue.

Bus stops

- Installed 81 new shade structures at existing bus stops. Also installed five new bus stops.

Incorporate technology

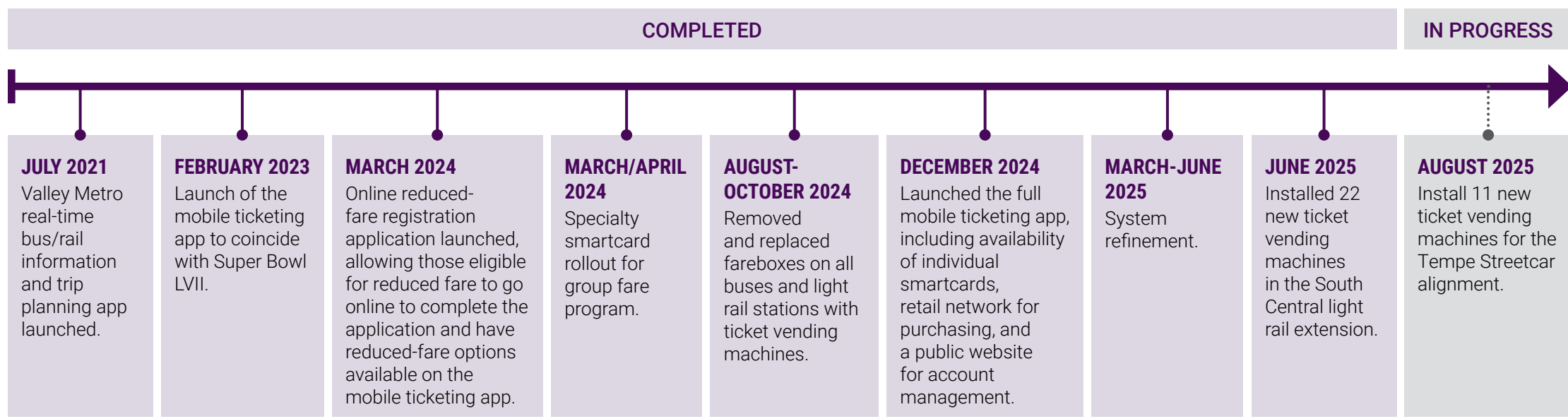
- Launched the full fare collection system modernization project with full mobile ticketing, smartcards for individuals and corporate accounts, a robust retail network for purchasing fare media and to pay cash for loading the app or smartcard.

Security

- Continued collaboration with the Phoenix Police Department's Transit Unit on security improvements at transit centers, park-and-rides and bus stops. Increased cleaning frequency at highly utilized bus stops.

TIMELINE

Regional Fare Collection System Improvements Project
The regional fare collection system improvements project has been making steady progress with the total replacement of the existing system. Major milestones to date include the following:





Low and No Emissions

Since July 2023, PTD has been using Renewable Liquefied Natural Gas (RLNG) to fuel two-thirds of its fleet that use compressed natural gas. RLNG is a natural gas fuel product generated from the decomposition of organic waste streams, or “biomass.” PTD’s RLNG is primarily sourced from landfill waste streams.

PTD received 20 hybrid electric buses in FY 2024. After completing operator and technician training, PTD deployed the hybrid bus fleet into revenue service in August 2024. PTD ordered an additional 25 hybrid electric buses and will receive its first fleet of 12 battery electric buses in FY 2026.

In June 2025, PTD applied for a federal Low-No grant to purchase an additional 12 battery electric buses.

Operations and Maintenance

PTD operates three facilities for bus maintenance, fueling and cleaning: the West, North and South Transit Facilities. In March 2025, PTD purchased 25.4 acres of land near Alameda Road and 15th Avenue to increase its operations and maintenance options as the North and South facilities are expected to outgrow their capacity.



In FY 2025, Phoenix operated around 21.4 million miles of bus service.

Table 2.2 T2050 Bus and Dial-a-Ride

Planned for FY 2026

Fund existing bus, RAPID commuter bus, neighborhood circulator and Dial-a-Ride service for 35 years

- Continue to provide safe and reliable services in Phoenix and across the region.
- Maintain bus and Dial-a-Ride service hours to match light rail hours.

Improve bus frequency

- Participate in the regional comprehensive operational analysis (COA) in partnership with Valley Metro to evaluate transit service offerings across the region. Depending on recommendations from the COA, PTD may make service modifications that will include frequency adjustments or modifications to hours of service.

New buses and Dial-a-Ride vehicles

- Order 36 buses, 1 circulator bus, and 25 Dial-a-Ride vehicles.

Extend and add bus service to unserved major streets

- Begin construction of one bus bay on Happy Valley Road east of 61st Avenue.
- Begin design of one additional bus bay.

Bus stops

- Install 80 new shade structures at existing bus stops.

Incorporate technology

- Continue to make technology and user improvements to modernize the regional fare collection system.

Infrastructure Improvements

- Relocate the transit customer service offices to the new Greg Stanton Central Station.
- Begin preliminary planning for new operating garage located near Alameda Road and 15th Avenue.

Security

- Continue collaboration with the Phoenix Police Department’s Transit Unit on security improvements at transit centers, park-and-rides and bus stops. Increase cleaning frequency at highly utilized bus stops.

Table 2.3 T2050 Bus and Dial-a-Ride

Planned for FY 2027–2030

Fund existing bus, RAPID commuter bus, neighborhood circulator and Dial-a-Ride service for 35 years

- Continue to provide safe and reliable services in Phoenix and across the region.
- Maintain bus and Dial-a-Ride service hours to match light rail hours.

Improve bus frequency

- Make potential service modifications that may include frequency adjustments and modifications to hours of service with consideration given to the regional COA being conducted in partnership with Valley Metro.

New buses and Dial-a-Ride vehicles

- Order buses: 29 (FY 2027), 40 (FY 2028), 54 (FY 2029) and 19 (FY 2030).
- Order neighborhood circulator buses: 3 (FY 2027), 3 (FY 2028), 3 (FY 2029) and 3 (FY 2030).
- Order 25 Dial-a-Ride vehicles each fiscal year.
- Order 20 BRT buses by FY 2030.
- Order 20 RAPID buses by FY 2030.

Extend and add bus service to unserved major streets

- Make potential service modifications that may include coverage adjustments and modifications to hours of service with consideration given to the regional COA being conducted in partnership with Valley Metro.

Bus Bays

- Install three new bus bays.

Bus stops

- Install at least 80 new shade structures at existing bus stops with no shade in each of the next five fiscal years.

Incorporate technology

- Evaluate the performance of the low- and zero-emission fleets and fueling infrastructure technologies for the West Transit Facility.
- Continue to make technology and user improvements to modernize the regional fare collection system.

Infrastructure improvements

- Design the new operating garage located near Alameda Road and 15th Avenue.

Security

- Continue collaboration with the Phoenix Police Department’s Transit Unit on security improvements at transit centers, park-and-rides and bus stops. Increase cleaning frequency at highly utilized bus stops.

3.0

High Capacity Transit



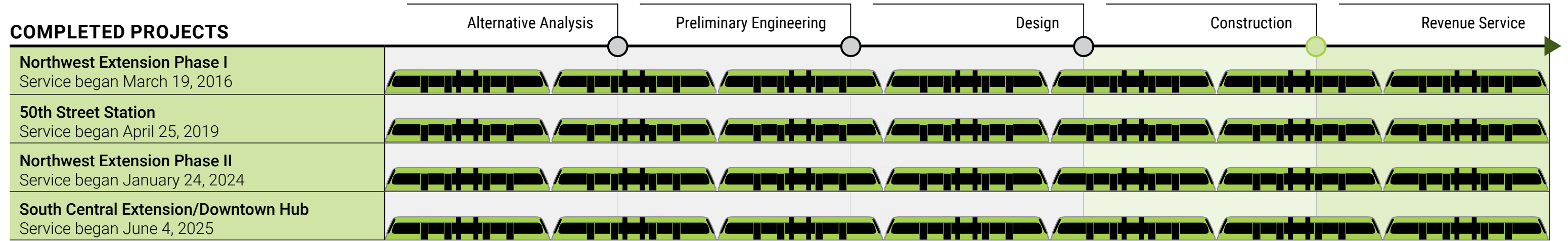


HIGH CAPACITY TRANSIT CUMULATIVE PROGRESS JAN. 1, 2016–JUNE 30, 2025

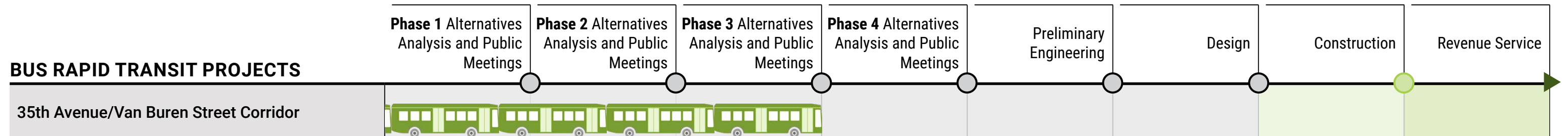
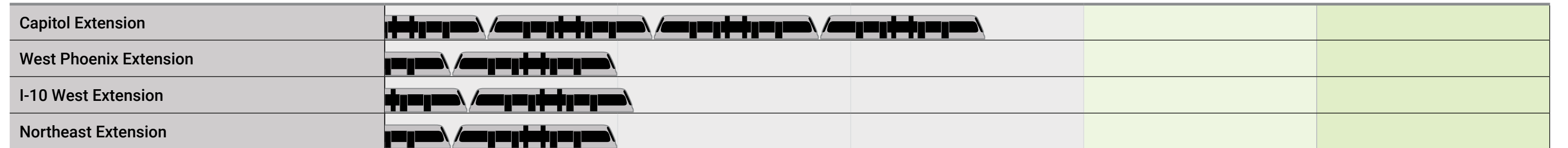
GRANTS RECEIVED



HIGH CAPACITY TRANSIT PROJECTS PROGRESS




PROJECTS IN PLANNING



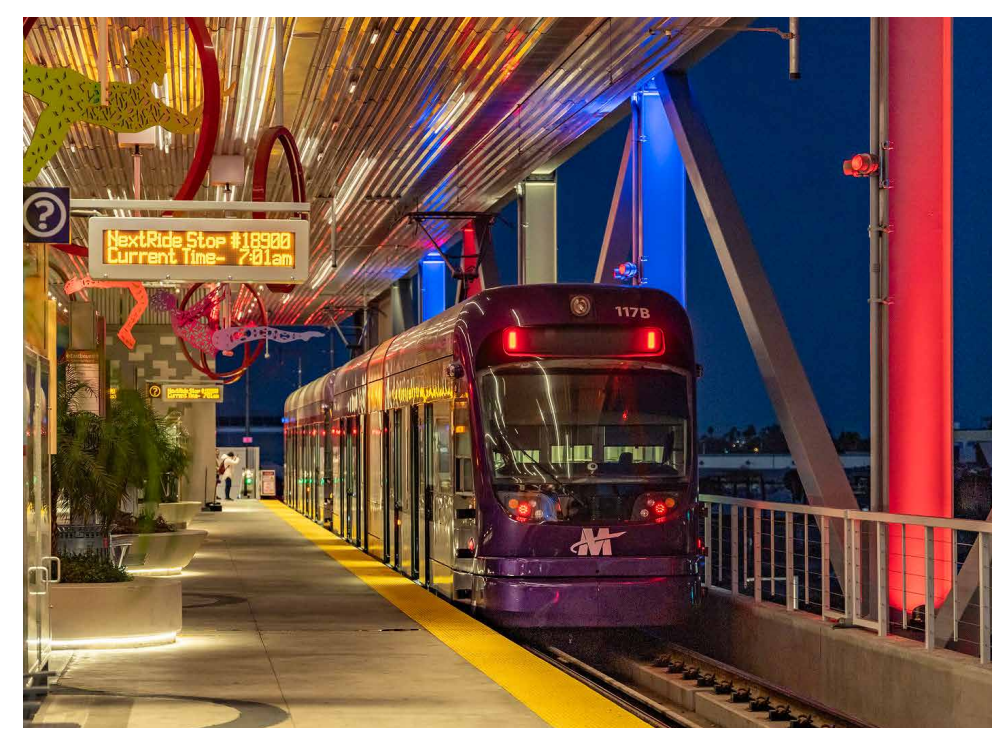


HIGH CAPACITY TRANSIT

 High-capacity transit (HCT), using larger-capacity vehicles, serves more customers than traditional bus service. HCT also offers faster travel because it bypasses vehicular traffic.

For example, Phoenix’s light rail service can operate at faster travel speeds than buses because it runs in an exclusive guideway with prioritized traffic signaling. The 23.4 miles of light rail service in the City of Phoenix is a substantial portion of the existing 35.1-mile Valley Metro Rail light rail system. Light rail offers quick access to Phoenix, Tempe and Mesa, as well as Sky Harbor Airport and many other key destinations in between.

In addition to light rail, BRT is a key component of continuing to expand the city’s HCT network. BRT focuses on improved speed, reliability, convenience and overall transit experience. Common elements of successful BRT systems include enhanced stations, advanced fare collection, custom buses, unique branding, dedicated lanes and improvements such as transit signal priority and queue jump lanes.



The Phoenix Northwest Extension Phase II has earned 15 awards, including national recognition as one of the top construction projects in the country. Highlights include the 2024 *Engineering News-Record* “Best of the Best” award, and two 2025 Associated General Contractors of America Build America Merit Awards for excellence in design, construction and collaboration.

Funding and Budget

The cities of Phoenix, Tempe and Mesa share funding obligations for the operations and maintenance of the regional light rail system. Expenses include vehicle operations, security and fare collection, and vehicle and system maintenance and administration.

Phoenix allocated \$290 million in FY 2025 to support current-year operations as well as the system’s ongoing expansion. T2050 includes an investment of more than \$1.3 billion to expand and improve the city’s HCT network over the next five years. The plan includes light rail improvements and the development and implementation of BRT. In addition to revenues generated by the city’s T2050 sales tax, other funding sources include federal grants, the Regional Public Transportation Fund, fares and advertising.

Light Rail Service

On June 7, 2025, more than 5,000 community members and local, state and federal leaders celebrated the opening of Phoenix's South Central Extension/Downtown Hub light rail expansion. This milestone grows Valley Metro Rail into a 35-mile, two-line system. The extension includes a new downtown hub and expanded service.

The A Line runs east-west between Gilbert Road/Main Street in Mesa and the Downtown Hub, while the B Line travels north-south from Metro Parkway in northwest Phoenix to the new end-of-line station at Baseline Road/Central Avenue. The Downtown Hub features four platforms on Washington Street, Jefferson Street, Central Avenue and First Avenue, enabling transfers between lines.

Funded by a \$1.34 billion federal-local partnership—including federal grants, Phoenix T2050, and the Maricopa Association of Governments' (MAG) Proposition 400—the project created over 5,000 local jobs, including more than 600 hires from South Phoenix. Highlights include eight new stations, a 110-space covered park-and-ride at Baseline Road and Central Avenue and 18 public art installations by predominantly local artists. Community improvements include upgraded bike lanes and sidewalks, 550 new trees, desert landscaping and the replacement of 30 miles of underground utilities.

Weekday service now runs every 12 minutes before 7 p.m. and every 20 minutes after, with weekend schedules adjusted accordingly.



The South Central Extension is expected to add more than 8,000 daily riders to a system that averages 32,000 boardings per day.

1 NORTHWEST EXTENSION PHASE I (NWEI)

3.2 Miles / 3 Stations / 1 Park-and-Ride
Service began March 19, 2016.

2 50TH STREET STATION

Service began April 25, 2019.

3 NORTHWEST EXTENSION PHASE II (NWEII)

1.6 Miles / 1 Park-and-Ride Transit Center / 3 Stations
Service began January 27, 2024.

4 SOUTH CENTRAL EXTENSION/DOWNTOWN HUB (SCE)

5.5 Miles / 8 Stations / 1 Park-and-Ride
Service began June 7, 2025, making the light rail function as a two-line system.

5 CAPITOL EXTENSION (CAPEX)

0.8 Mile / 2 Stations
The Capitol Extension, formerly Capitol/I-10 West Phase I, is set to establish a vital link between the Downtown Hub and the Arizona State Capitol. As of February 2025, the project has achieved Milestone #2 (60%) of its preliminary design phase. Preliminary engineering efforts are in progress to develop construction plans and technical specifications for the extension. Meanwhile, the project team began gearing up for the federally mandated Categorical Exclusion scheduled to be completed in FY 2026.

6 WEST PHOENIX TRANSIT CORRIDOR STUDY

Locally Preferred Alternative (LPA) approved by the Phoenix City Council May 29, 2024.

7 I-10 WEST EXTENSION (I-10 WEST)

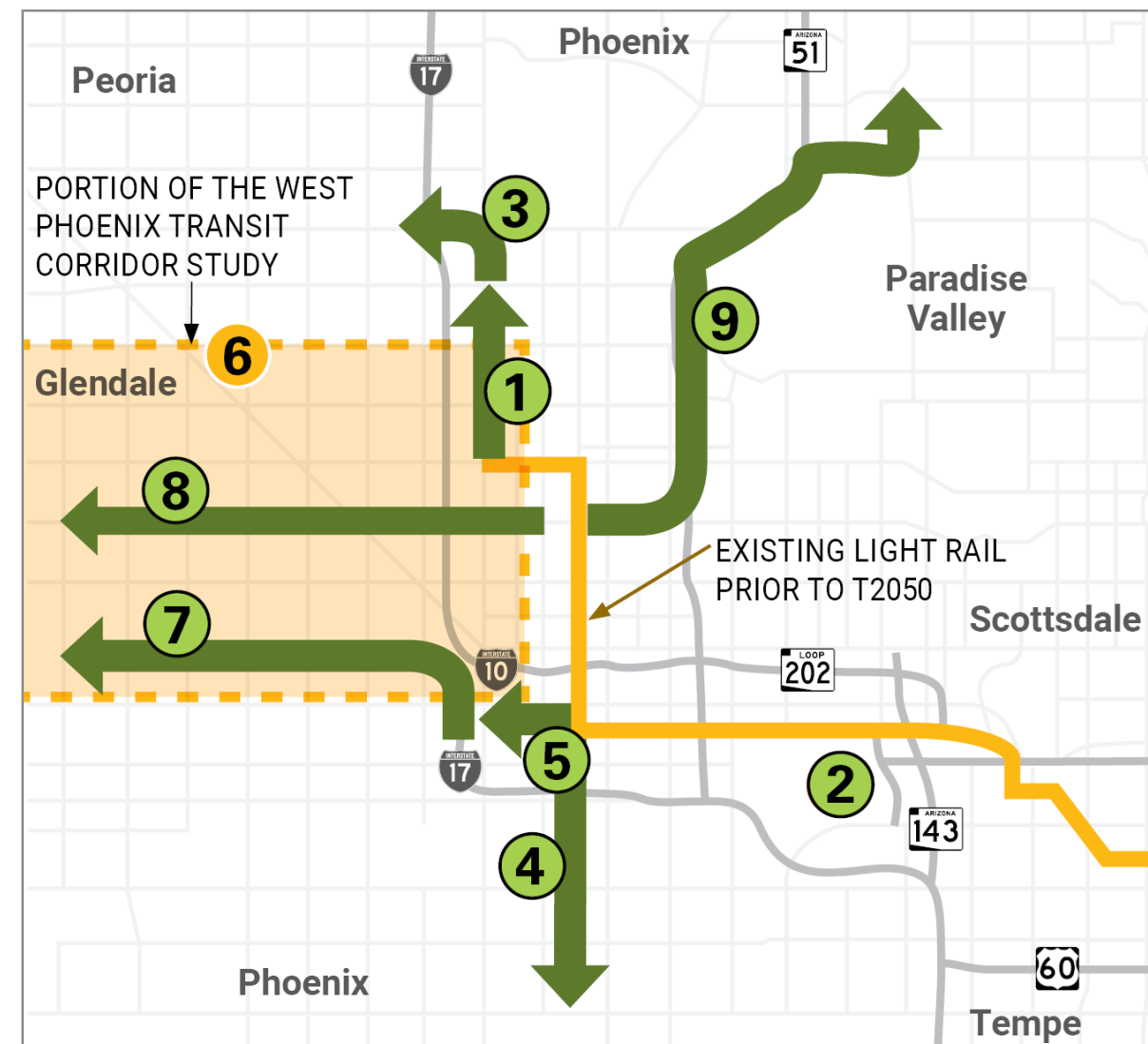
10.2 Miles / 8+ Stations / 1 Park-and-Ride
The I-10 West light rail extension will link the greater West Valley to the current light rail network. This distinctive project will feature trains running along the median of I-10, eventually crossing over to the freeway's north side and ending at the Desert Sky Transit Center. Currently in the early stages of preliminary engineering, the project is examining options for a revised link to the Capitol Extension. Upcoming phases involve public involvement to determine the project's path, station sites and design. The next steps will be to finalize the LPA for this extension.

8 WEST PHOENIX EXTENSION (WPHX)

The West Phoenix Light Rail Extension will bring high capacity transit to the Maryvale area of west Phoenix. In May 2024, the Phoenix City Council approved the LPA for the alignment. The route extends along Indian School Road to 75th Avenue, then south to Thomas Road, terminating at the Desert Sky Transit Center, where it will connect with the I-10 West Extension. The LPA also identifies two possible connection points to the existing light rail system: one at Central Avenue/Indian School Road and the other at 19th Avenue/Camelback Road. In addition, there is an option to extend service further west along Thomas Road to 91st Avenue. Next steps include refining the LPA to confirm the preferred connection to the existing system and continuing community outreach to gather input and guide project development.

9 NORTHEAST EXTENSION

Deferred to end of T2050 program by the Phoenix City Council (2018).



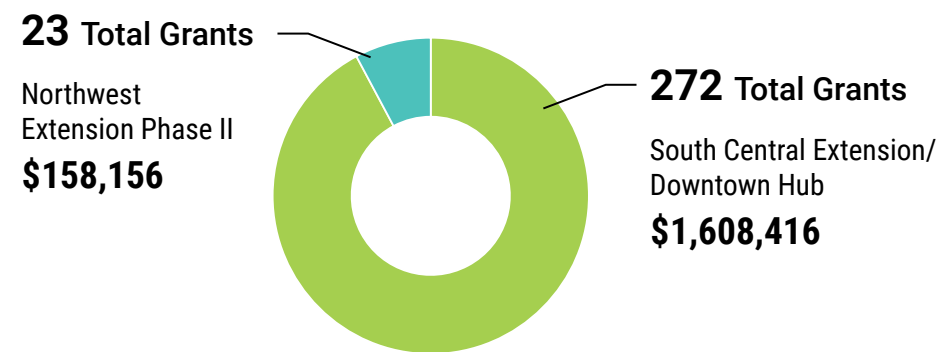
Small Business Financial Assistance Program

This program is intended to enhance the level of support to locally owned, small and micro businesses immediately adjacent to light rail construction. The Small Business Financial Assistance Program (SBFAP) is designed to provide financial assistance to businesses that meet certain qualifying standards, helping them to offset eligible business expenses and support their long-term retention within the corridor.

The program offers two tiers of financial assistance to eligible businesses:

- Tier I: 4,500/year or
- Tier II: up to \$9,000/year based on demonstrated business impact.

SBFAP Fund Distribution through June 30, 2025



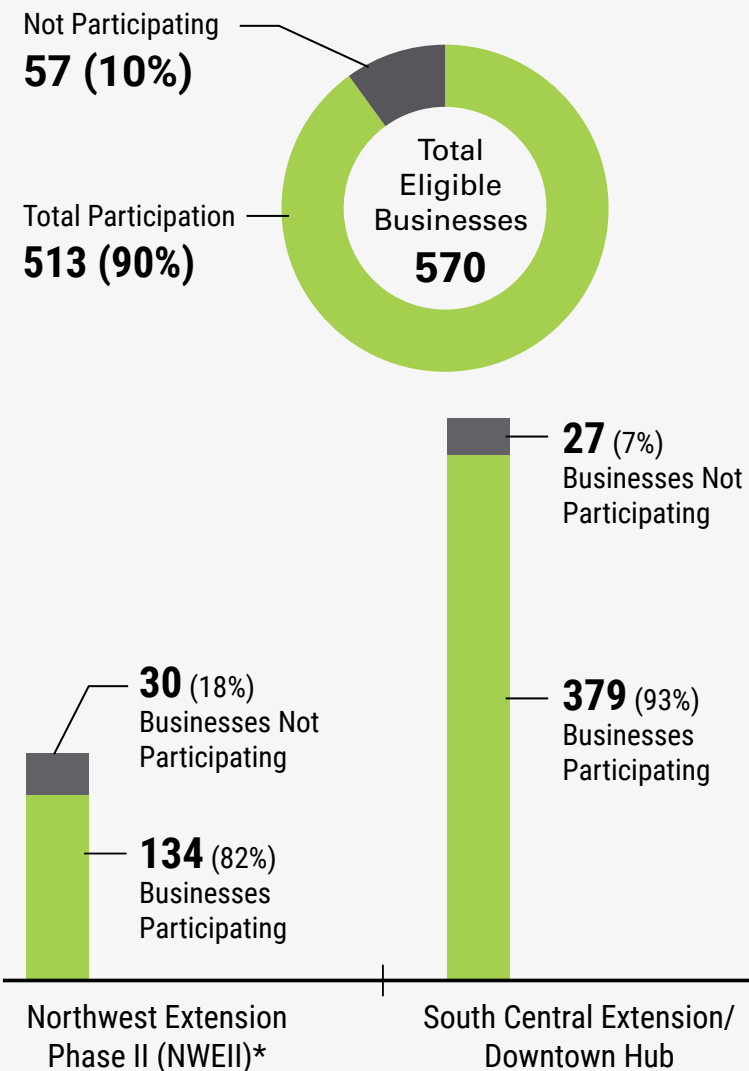
Since its inception in March 2021, the program has distributed more than \$1.77 million to small and micro businesses along the South Central/Downtown Hub and Northwest Extension Phase II corridors.

Business Assistance

The goal of business assistance is to provide programs to minimize impacts and support the retention of businesses along light rail construction corridors. The business assistance program focuses on three distinct efforts: direct financial assistance, construction mitigation and marketing and business consulting services. There are over 500 participating businesses located along the light rail corridor.

Business Assistance Program Eligibility vs. Participation

Since Inception through June 30, 2025



*NWEII participation ended Jan. 27, 2024.

Table 3.1 T2050 Light Rail in Phoenix

Completed FY 2025 (July 1, 2024–June 30, 2025)

Increase light rail in Phoenix

Northwest Extension Phase II

- In November 2024, completed public outreach for transit-oriented development (TOD) land use and the multimodal active transportation plan.

South Central Extension/Downtown Hub

- In December, 2024, began the implementation of the South Central Community Policy Plan.
- The SBFAP distributed \$370,111 to small businesses and micro businesses along the corridor in FY 2025. The program officially ended in the corridor in March 2025.
- Service began June 7, 2025, marking the start of a two-line system in Phoenix.

Capitol Extension

- In January 2025, completed public outreach for the TOD land use planning and equitable housing project.
- Achieved Milestone #2 - 60% construction design planning in February 2025.
- Continued public outreach to obtain and incorporate feedback into construction design plans.
- Continued preparatory work to support the drafting of the Categorical Exclusion.

I-10 West Extension

- Completed 5% preliminary planning.
- In January 2025, completed public outreach for the TOD land use planning and equitable housing project.
- In April 2025, launched a public outreach process to evaluate route options in the Capitol Mall area that would connect to the Capitol Extension alignment.

West Phoenix Extension

- Continue to coordinate with proposed capital projects along the identified corridor.

Phoenix Main Line

- In April 2025, began drafting the scope of work for the solicitation of consultant services to implement the Reinvent Phoenix and 19 North TOD policy plans.

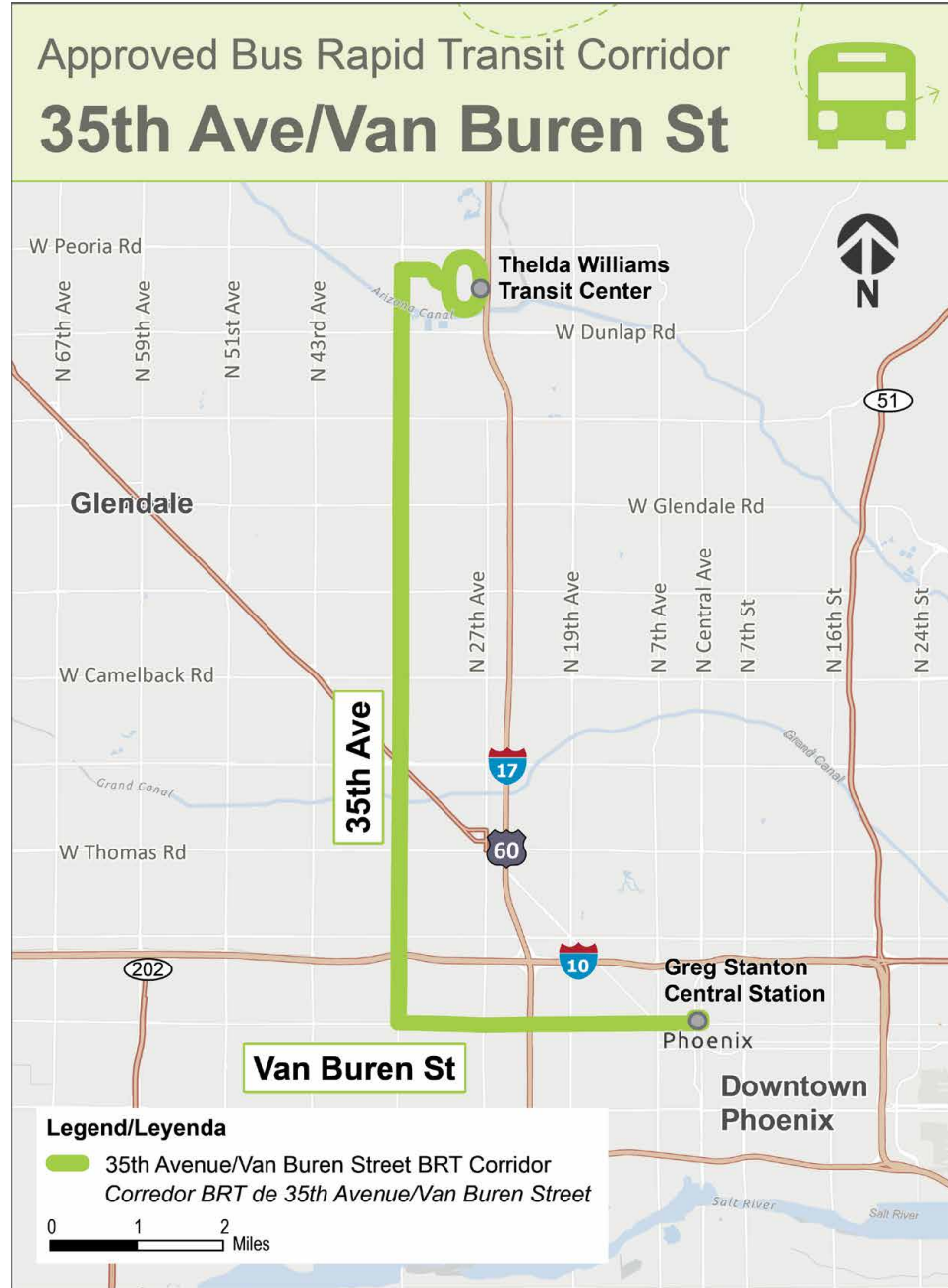
Bus Rapid Transit

In 2021, the Phoenix City Council approved the initial BRT corridor of 35th Avenue/Van Buren Street. Since then, the Phoenix BRT program has worked on its alternatives analysis process and community engagement, which will support future preliminary design and engineering efforts. In spring 2025, the Phoenix BRT team launched the third phase of community outreach to educate and engage the public on the BRT program. Outreach was targeted to surrounding communities, residents and business owners along the 35th Avenue Corridor. Outreach was focused on providing the latest program information and collecting community and stakeholder input on the proposed BRT lane options – side-running or center-running – to help guide the next phase of the program, which is preliminary design.

Table 3.2 T2050 BRT
Completed FY 2025 (July 1, 2024–June 30, 2025)

Increase Bus Rapid Transit

From February to April 2025, the BRT team launched their community outreach phase on 35th Avenue. This included two community workshops, three business-focused workshops, seven pop-up events, and two supporting meetings. They also launched an online meeting tool and survey on MeetPhoenixBRT.com for those who could not attend in person.



The [Meet Phoenix BRT website](#) provides information about the program, including answers to frequently asked questions.

35TH AVENUE/VAN BUREN STREET CORRIDOR

13.6	16	44	4	2
Planned Corridor Miles	Proposed Stations	Signalized Intersections	Phoenix Council Districts (1, 4, 5, 7)	Transit Centers

COMMUNITY INVOLVEMENT

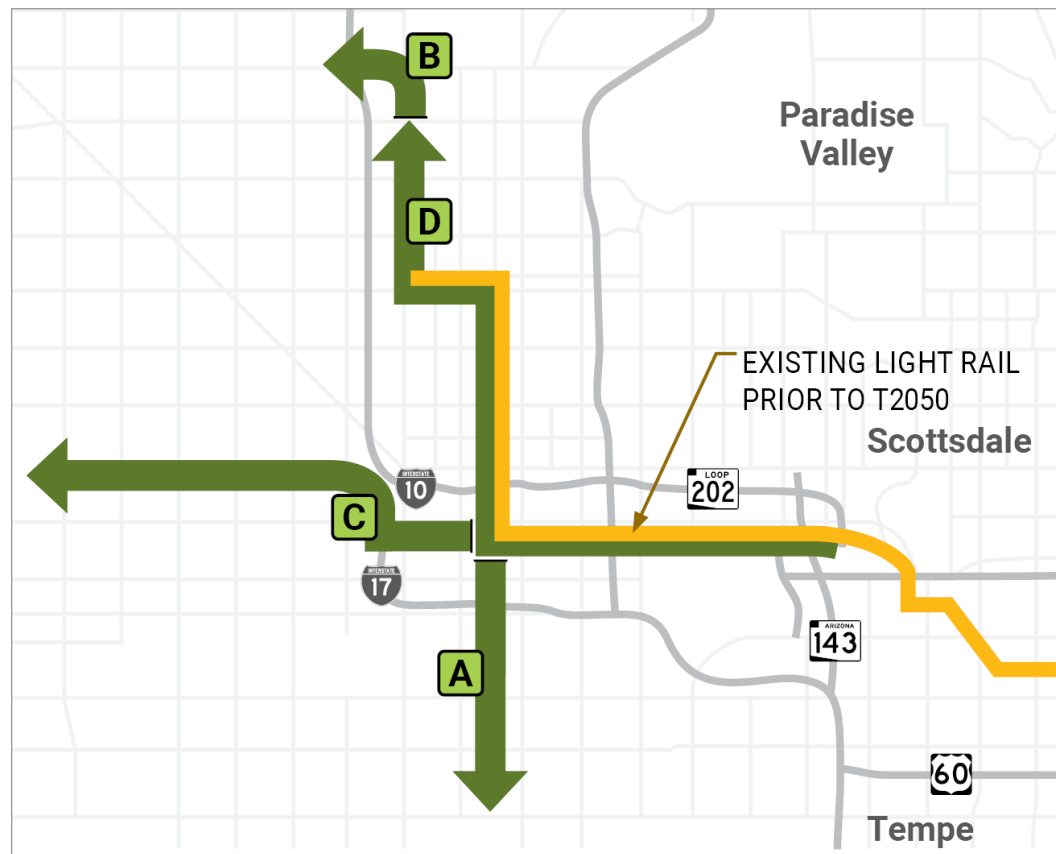
Engaged with 9,000+ COMMUNITY MEMBERS through public meetings, events, surveys, canvassing and websites	Received 1,868 PUBLIC RESPONSES to BRT surveys	Connected with 6,600 NEW USERS on MeetPhoenixBRT.com



Community members and business owners provide valuable input about the future 35th Avenue BRT Corridor.

Transit-Oriented Development

Phoenix is actively formulating policy plans for areas near light rail stations to foster TOD through dense, walkable and mixed-use communities near HCT systems. This approach aims to improve the convenience and attractiveness of walking, cycling and public transit as daily modes of transportation. These plans focus on six community elements: land use, housing, economic development, health, mobility and green systems. Policy plans are developed with input from local residents, business owners and community stakeholders to reflect their collective vision for the area.

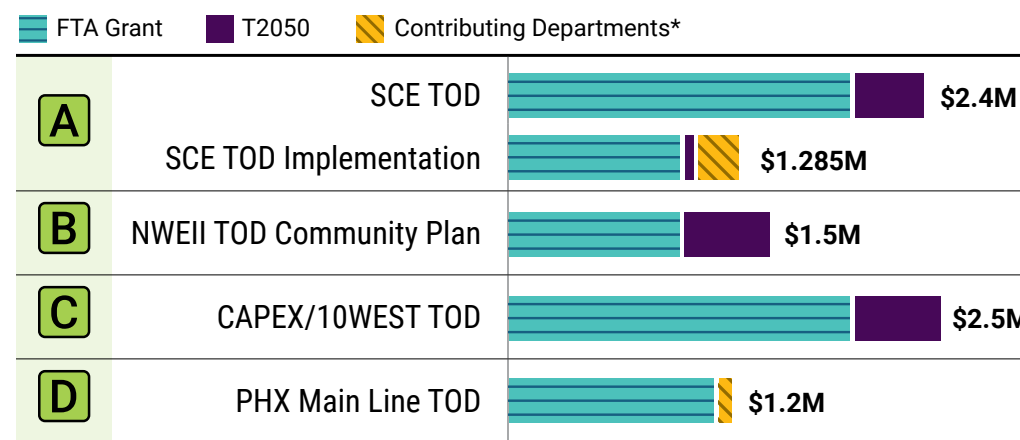


Phoenix has received competitive grant funding through the FTA’s Pilot Program for TOD Planning to assist with policy planning and implementation efforts. The current grant-funded projects include:

- A The South Central Extension/Downtown Hub**—The project will implement the recently adopted South Central TOD Community Plan’s shared community vision for environmentally equitable, compact and connected communities and help make significant progress towards more equitable land use, transportation and infrastructure investments.
- B The Northwest Extension Phase II**—The project will develop a TOD land use and multimodal active transportation plan that will provide strategies that enhance economic development and ridership, facilitate multimodal connectivity, increase access to transit hubs and identify and enable mixed-use development and infrastructure needs.

- C The Capitol/I-10 West Extension**—The project will provide a framework for the future redevelopment of the Capitol/I-10 West area into a walkable, mixed-use, transit-oriented community with the goal to create a TOD land use plan and an equitable housing strategy, each specific to the CAPEX and 10WEST corridors.
- D Phoenix Main Line**—This project intends to continue the momentum from the successful adoption of several TOD community plans by revisiting the Reinvent PHX and 19 North study areas, analyzing changes related to housing and making progress toward achieving the transformative potential of light rail in a sustainable manner.

TOD Grants



* Other city departments that contribute funds or in-kind support.

TOD Project Progress

Project	Community Profile and Existing Conditions	Public Engagement	Community Vision	Policy Plan Development	Policy Plan Adoption	Policy Plan Implementation	Policy Plan Action Item Assessment	Policy Plan Community Outreach	Recommendations
A South Central	████████████████████	████████████████████	████████████████████	████████████████████	████████████████████	████████████████████			
B Metro District (NWEII) Active Transportation	████████████████████	████████████████████	████████████████████	████████████████████					
C Capitol/I-10 West Corridor	████████████████████	████████████████████	████████████████████	████████████████████					
D Phoenix Main Line TOD Reinvent Phoenix/19 North	████████████████████	████████████████████	████████████████████	████████████████████	████████████████████	████████████████████			

Table 3.3 T2050 HCT

Planned for FY 2026

Increase light rail in Phoenix

Northwest Extension Phase II

- Complete the development of the TOD land use and multimodal active transportation plan.

South Central Extension/Downtown Hub

- Continue to implement TOD Community Plan.

Capitol Extension

- Continue to advance project toward the final design.
- Complete the federally required Categorical Exclusion process.
- Begin utility relocation and rail construction.
- Complete the development of the Capitol Extension TOD land use plan and equitable housing strategy.

I-10 West Extension

- Continue to evaluate the connection point to Capitol Extension project.
- Continue to work with our transit partners, the FTA and the neighboring community to assess route alternatives and develop a revised LPA for Phoenix City Council approval.
- Complete the development of the I-10 West Extension TOD land use plan and equitable housing strategy.

West Phoenix Extension

- Continue to coordinate with proposed capital projects along the identified corridor.

Phoenix Main Line

- Continue efforts for the implementation of the Reinvent Phoenix and 19 North TOD policy plans.

Implement Initial Bus Rapid Transit Corridor

- Complete the alternatives analysis and begin 15% preliminary design and engineering efforts for the BRT corridor of 35th Avenue/Van Buren Street.

Table 3.4 T2050 HCT

Planned for FY 2027–2030

Increase light rail in Phoenix

Northwest Extension Phase II

- Implement the TOD land use and multimodal active transportation plan.

South Central Extension/Downtown Hub

- Complete the implementation of the TOD Community Plan.

Capitol Extension

- Implement the TOD land use plan and equitable housing strategy for the alignment.
- Complete construction, with anticipated opening in 2028.

I-10 West Extension

- Select a final design contractor and advance to final design.
- Select a construction contractor and begin utility relocation and rail construction.
- Implement the TOD land use plan and equitable housing strategy for the alignment.

West Phoenix Extension

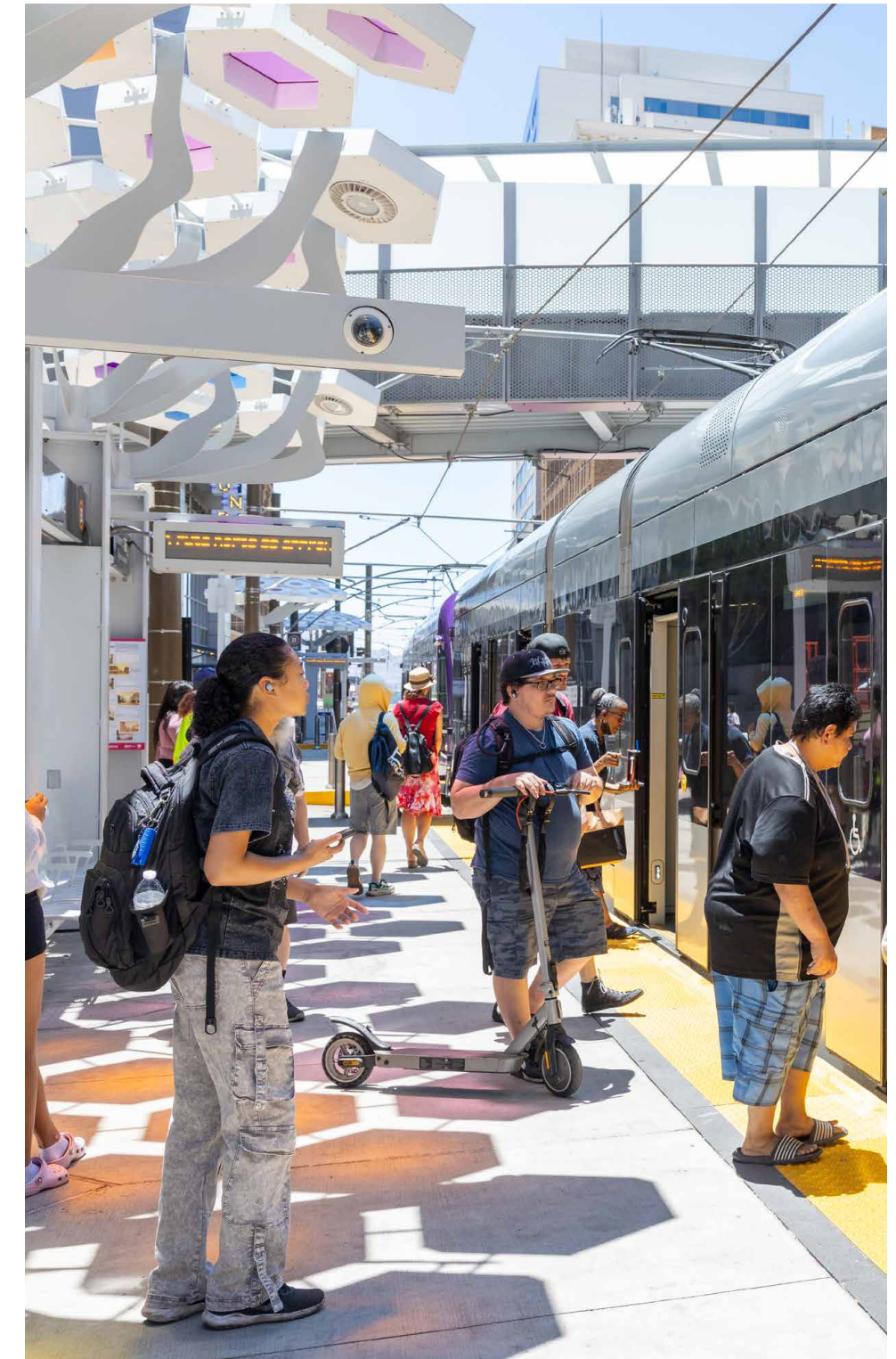
- Continue to coordinate with proposed capital projects along the identified corridor.

Phoenix Main Line

- Continue efforts for the implementation of the Reinvent Phoenix and 19 North TOD policy plans.

Implement Initial Bus Rapid Transit Corridor

- Planning, design and construction of 35th Avenue/Van Buren Street BRT corridor.



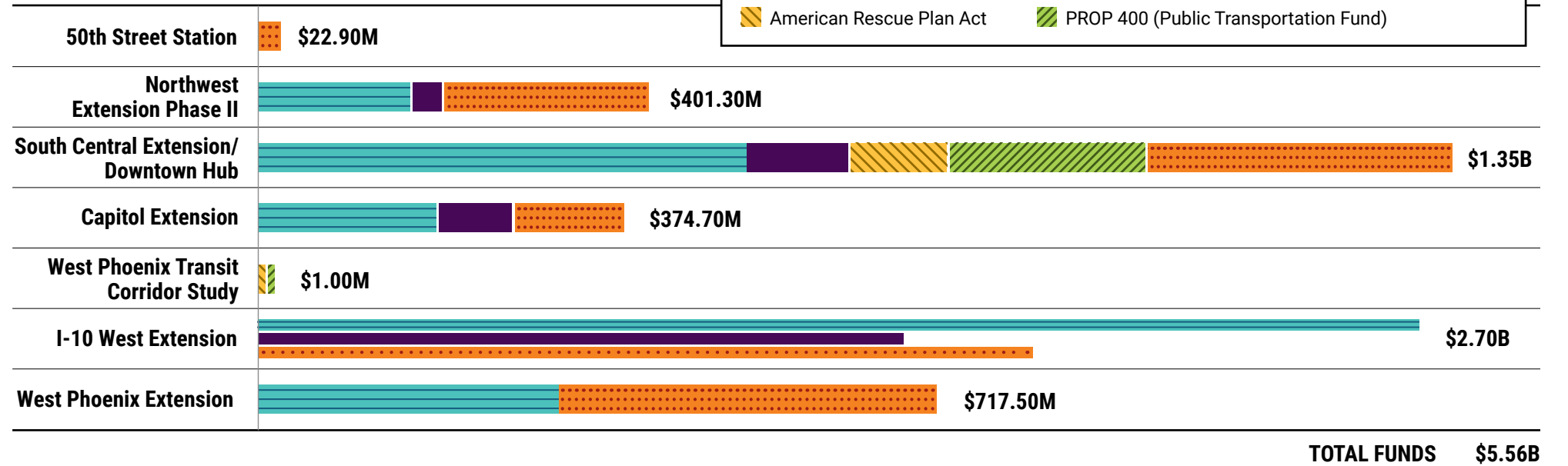
Passengers board the light rail at the new Downtown Phoenix Hub.

Grant Funding

One of the objectives of T2050 is to leverage the direct sales tax revenues to obtain grant funding from federal, state and regional sources. HCT has used T2050 funds as matching funds to secure the following grants:

- Capital Investment Grants are administered by the FTA and fund fixed guideway investments including light rail, streetcars and BRT.
- Congestion Mitigation and Air Quality is a U.S. Department of Transportation program that provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.
- The American Rescue Plan Act of 2021 supports public transportation agencies return to service from COVID-19 suspensions in ways that best serve their communities.
- Proposition 400 extends a half-cent sales tax in Maricopa County for transportation for 20 years. It is scheduled to end on Dec. 31, 2025.

Light Rail Transit Funds Distribution



Public art shaped by the community is showcased along the South Central Extension, featuring 18 installations by artists—most of them local—that capture the spirit and cultural richness of south Phoenix neighborhoods.

4.0

Street Maintenance and Improvements





STREET MAINTENANCE AND IMPROVEMENTS CUMULATIVE PROGRESS JAN. 1, 2016–JUNE 30, 2025

Street Type	Miles of new asphalt pavement	Miles of other pavement treatments
Arterial/Major Collectors	336	1,300
Minor Collectors/Local	777	4,117

106 MILES OF NEW SIDEWALKS

\$116.3 MILLION IN ADDITIONAL GRANTS RECEIVED FROM FEDERAL, STATE AND REGIONAL SOURCES



IMPROVED/INSTALLED

31,855

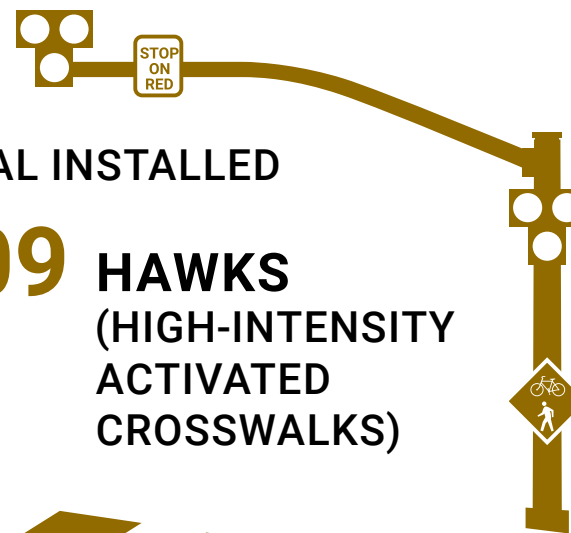
ADA RAMPS



INSTALLED

327.8*

MILES OF NEW BICYCLE LANES



TOTAL INSTALLED

109 HAWKS (HIGH-INTENSITY ACTIVATED CROSSWALKS)

PAINTED SIGNAL POLES AT

772 INTERSECTIONS



INSTALLED

407 LEFT-TURN ARROWS



INSTALLED

7,318 NEW STREETLIGHTS



REPLACED

3,694 ILLUMINATED STREET SIGNS

INSTALLED

58 MILES OF FIBER OPTIC CABLE



*Cumulative numbers updated due to previous administrative errors.



STREET MAINTENANCE AND IMPROVEMENTS



The Street Transportation Department works to provide a safe and sustainable transportation network for everyone, including pedestrians, bicyclists and motorists. To ensure that people and goods move efficiently through the transportation network, the department's work includes the pavement preservation program, asphalt and pothole repair and installation of street signs, traffic signals, streetlights, bikeways and ADA-compliant ramps and sidewalks.

The Street Transportation Department plans and executes many street improvement projects, such as resurfacing and striping changes, which have well-defined scopes of work. Larger-scale, more complex projects go through a project assessment phase prior to design and construction. Examples of these more complex projects include turn lane improvements, lane additions and drainage studies.

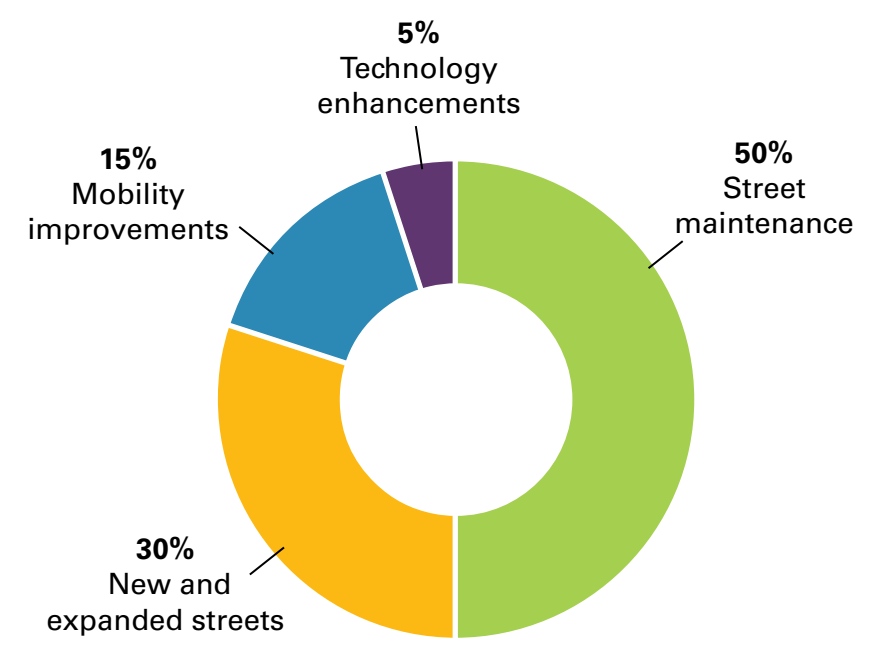
The Street Transportation Department also conducts plan reviews for private development projects, construction inspections, materials testing and implementation of technology enhancements such as Geographic Information System (GIS). Visit the [City of Phoenix Street Transportation Department web page](#) for additional information.

Funding and Budget

Phoenix streets receive funding from a variety of sources, including 13.8% of T2050 sales tax, the state-collected motor fuel tax, the city's General Fund, regional/MAG funds, federal funds, grants and impact fees. Figure 4.1 shows the overall distribution of T2050 funds within the Street Transportation Department.

In FY 2025, Phoenix budgeted approximately \$59 million in T2050 funding for street construction and maintenance projects. The T2050 plan includes nearly \$244 million over the next five years to improve transportation system infrastructure, make ADA improvements, assess and address mobility needs and continue maintaining city streets.

Figure 4.1 Overall T2050 Program Distribution for Street Improvements



General Obligation Bond Program

The \$500 million General Obligation (GO) Bond Program, passed by voters in November 2023, helps to fund critical infrastructure and rehabilitation needs of city facilities such as parks, libraries, fire and police stations, affordable housing, streets and storm drains.

Included in the program is the Pavement Maintenance Supplement Project, which provides additional funding for neighborhood street mill and overlay projects. Local street mill and overlay helps preserve neighborhood character and quality. Well-maintained roads are safer, quieter and reduce wear and tear on vehicles. This program reduces deferred maintenance needs and degradation of neighborhood streets.

The Pavement Maintenance Supplement has \$22 million of total funding, planned to be utilized in the first three years of the GO Bond Program beginning in FY 2025.

To supplement the existing \$1 million of T2050 Mobility Funding, the Equity-Based Transportation Mobility Program (EBTM) was also included in the GO Bond Program. Mobility improvements can include curbs, gutters, sidewalks, ADA ramps, streetlights, traffic calming measures, HAWKS, traffic signals, and tree/shade landscaping. Projects may also incorporate low-impact development and green stormwater infrastructure. The EBTM has a total of \$12.5 million in funding, planned for use over the five-year duration of the GO Bond program.

The Vision Zero Road Safety Action Plan, unanimously approved by the Phoenix City Council in September 2022, has a goal to reduce fatal and serious injury crashes to zero by 2050. To supplement the \$2 million of T2050 funding currently allocated, the GO Bond Program provides nearly \$16.8 million over five years to implement safety improvement projects to enhance the safety of our roadways for all users. Anticipated projects include roadway lighting, modernized traffic signals and pedestrian traffic signals known as HAWKS.

Competitive Grant Programs

One of the objectives of T2050 is to leverage the direct sales tax revenues to obtain grant funding from federal, state and regional sources. City staff identifies funding opportunities and develops and evaluates competitive projects and ideas. This proactive assessment, before the release of the Notice of Funding Opportunity, helps the city to create persuasive grant applications, including narratives, graphics and benefit-cost analyses that have resulted in nearly \$116 million in grant awards.

Given the time and effort involved in the application process, this up-front work has allowed the city to respond to more opportunities from year-to-year. In FY 2025, the city developed 11 grant applications leveraging T2050 efforts and was awarded \$38.52 million.



Leveraging T2050 revenues as the local match, the City of Phoenix received federal funding in the first three rounds of the Safe Streets for All program, and the fourth-round decision is pending.

Table 4.1 Grants Pursued July 1, 2024–June 30, 2025

Grant	Project	Status	Requested (\$Millions)	Awarded (\$Millions)
MAG Arterial Rehabilitation and Reconstruction Program	City of Phoenix Arterials	Awarded	\$35.79	\$22.50
MAG Paving Unpaved Streets	City of Phoenix Unpaved Streets	Awarded	\$14.07	\$11.48
MAG Arterial Widening Program	City of Phoenix Arterials	Awarded	\$9.53	\$3.10
USDOT 2024 Reconnecting Communities Pilot	Reconnecting Communities Across Interstate 17, U.S. Highway 60 and BNSF Railroad	Awarded	\$1.44	\$1.44
USDOT 2025 Safe Streets for All	Steps Towards Safe Streets: Implementing Proven Solutions and Innovative Approaches	Pending	\$24.20	
USDOT Fiscal Year 2024–2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	City of Phoenix Cool Pavement Extended Project	Program on hold	\$24.02	
USDOT Fiscal Year 2024–2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Citywide Storm Drain Infrastructure Assessment Plan	Program on hold	\$10.00	
USDOT 2025 Better Utilizing Investments to Leverage Development (BUILD)	64th Street Corridor Connection	Not awarded	\$25.00	
Arizona Department of Transportation Off-System Bridge	Dry Wash Reinforced Concrete Box	Not awarded	\$2.21	
USDOT 2025 Better Utilizing Investments to Leverage Development (BUILD)	Laveen Area Conveyance Channel Multi-Use Path Analysis and Design	Not awarded	\$1.40	
USDOT Low Carbon Transportation Materials	City of Phoenix Low-Carbon Transportation Materials	Rescinded	\$12.90	
Total Grants Requested/Total Grant Award Amount			\$160.56	\$38.52

ADA Self-Evaluation and Transition Plan

The Street Transportation Department is advancing its ADA Self-Evaluation and Transition Plan, a four-year initiative scheduled to be completed in 2028. This effort aligns with the U.S. Department of Transportation’s 2025 adoption of Public Right-of-Way Accessibility Guidelines as enforceable federal standards. To date, the Street Transportation Department has evaluated more than 27,000 curb ramps, 1,300 transit stops, 1,800 pedestrian push buttons and other facilities. The project will identify ADA barriers in the right-of-way and inform future planning efforts, including prioritization of capital improvements, supporting a citywide strategy to improve accessibility for all residents. City staff will track progress using EZ-Map, supporting transparency and alignment with citywide accessibility goals.



Construction crews are installing hundreds of ADA curb ramps throughout the city, eliminating barriers to mobility for people with disabilities.

Street Pavement and Overlays

In FY 2025, the T2050 program financed a substantial amount of pavement maintenance and replacement across the city. A total of 16 miles of new asphalt pavement were placed on major city streets, totaling 336 miles since the program began. Another 142.8 miles of crack and fog sealing (pavement preservation that maintains the roadway until it requires replacement) was performed on major streets, with a cumulative total of 1,300 miles.

Local (residential) streets saw 67.6 miles of new paving in FY 2025, for a total of 777 miles from the start of the program. Local streets also saw significant crack and fog sealing, with 588.5 miles included, totaling 4,117 miles completed since the program began.

Dates of new pavement and pavement treatment projects are corrected retroactively due to data lags. For that reason and because of rounding errors in some metrics getting compounded over the years, some annual accomplishments do not add up to the cumulative totals.

Active Transportation Program

The Active Transportation Program (ATP) strives to connect, improve and expand the city’s pedestrian and bicycle network. Active transportation and transit are highly interconnected because users depend on active transportation to access light rail, BRT and bus routes.

As the Street Transportation Department repaves streets, the ATP identifies opportunities to update striping plans to add or widen bike lanes, add buffers to existing bike lanes and add markings in the intersections on major bikeways. Buffered bike lanes and protected bike lanes create more space between sidewalks and vehicle travel lanes, improving the walking experience.

The ATP also coordinates with other teams to support multi-use paths and street crossings.

Projects along canals and other off-street trails strengthen the active transportation network and create a better quality of life for everyone.

The Active Transportation Plan, which updated the Bicycle Master Plan (2014) and was approved by the Phoenix City Council in May 2023, focuses on policy updates, design guidance and active transportation network development.

FY 2025 saw continued increases to the city’s bike network, adding 40.1 new bike lane miles, which is 9.2 lane miles more than the target goal of 30.9 lane miles. In addition, the ATP made a number of safety improvements to the existing bike lanes, adding either buffers or vertical protection:

- 2.1 lane miles of protection added to existing bike lanes (a protected bike lane has a vertical element added to it, such as flexible lane delineators or a concrete curb, sometimes with a painted buffer.)
- 18.1 lane miles of buffers added to existing bike lanes (a buffered bike lane has striping added to the pavement that alerts drivers and riders to the bike lane boundaries.)

In fall 2023, the ATP launched the Connected Active Neighborhoods program (PhxCAN) to implement the Active Transportation Plan’s recommendations. Through in-depth community engagement, PhxCAN identifies both short-term tactical build projects and a long-term vision comprised of capital improvement projects for each urban village. Urban villages are grouped and prioritized based on need. PhxCAN focuses on community engagement during the first year of each phase. Then, it funds and implements tactical build projects during the second year.

Table 4.2 PhxCAN Village Timeline

Village	Community Engagement and Planning	Implementation
Central City	FY 2024	FY 2026
South Mountain	FY 2024	FY 2026
Maryvale	FY 2025	FY 2027
Alhambra	FY 2025	FY 2027
Laveen	FY 2027	FY 2028
Estrella	FY 2027	FY 2028

Mobility Studies

The Street Transportation Department conducts mobility studies to identify barriers for people who walk, ride bicycles and use wheelchairs and e-scooters as they travel to neighborhood destinations. Phoenix identified 39 locations for study at the inception of T2050 and has completed 12 studies so far.

To improve safety, convenience and quality of life, the studies’ recommendations have included opportunities for constructing new sidewalks, installing or improving ADA curb ramps and installing streetlights, bicycle facilities, traffic signals, shade trees and connections to transit stops.

In FY 2024, the city started a comprehensive reevaluation of the 12 mobility areas that initially were studied between 2018 and 2021. The reevaluation cataloged the original recommendations, prioritized outstanding improvements and updated cost estimates. This evaluation was completed in FY 2025, and it ensured that the nearly 350 original recommendations remain relevant to current and changing conditions.

In FY 2026, the Street Transportation Department will continue to seek partnering and grant opportunities to leverage city funds and construct projects.

Cool Corridors Program

In 2022, Phoenix’s Street Transportation Department launched the Cool Corridors program to plant trees in targeted transportation corridors to keep pedestrians, bicyclists and transit users safe and provide relief from high temperatures. The focus on equity in the Shade Phoenix Plan and lessons from the first few years of the Cool Corridors program required a reconsideration of its goals and investment plan, which originally called for 1,800 trees to be planted per year and projects across all city council districts. The focus of the program will continue to be increasing shade coverage on highly used walking routes in communities disproportionately impacted by summer heat. However, delivering and maintaining successful Cool Corridor projects in the highest-need areas require a more comprehensive strategy with higher per-project costs. Therefore, the Cool Corridors program will focus on construction and maintenance of exemplary projects in priority communities that address infrastructure deficiencies and conflicts to provide robust shade. When feasible, Cool Corridor investments will align with major construction and capital improvement program projects to maximize impact and efficiency.

Intersection and Technology Enhancements

Phoenix uses a variety of technology enhancements ranging from circular flashing beacons and enhanced illumination to installing HAWKs. Other T2050 technology enhancements include improving and maintaining traffic control equipment, upgrading traffic signal controllers, deploying non-invasive vehicle detection equipped with advanced analytics, adding left-turn arrows at warranted intersections, replacing street name signs with signs that are internally illuminated and installing updated signals, signage, detection equipment and traffic management and monitoring systems.

The city, as part of a continuing transportation management program, is expanding the communication fiber backbone. These projects augment the city’s fiber backbone and benefit the traveling public by enabling the Traffic Management Center (TMC) to better monitor traffic with cameras that send full streaming video back to the TMC. In addition, intelligent devices installed at intersections transmit automated traffic signal performance measures to the TMC, allowing the TMC to adjust traffic signal timing to improve traffic flow and better serve the public. Similarly, the expanded fiber backbone provides for improved, integrated connections between stations for emergency responders such as fire and police.

Table 4.2 T2050 Street Maintenance and Improvements

Completed FY 2025 (July 1, 2024–June 30, 2025)

Street projects

- Eight major street projects in design.
- 14 major street projects in construction.

Street pavement and overlays

- 16.0 miles of new asphalt pavement on major streets.
- 142.8 miles of other pavement treatments, such as crack and fog sealing, on major streets.
- 67.6 miles of local street paving.
- 588.5 miles of other pavement treatments on local streets.

Bicycle lanes

- Installed 40.1 lane miles of new bike lanes.
- Upgraded 2.1 lane miles of existing bike lanes to protected bike lanes.
- Upgraded 18.1 lane miles of existing bike lanes to buffered bike lanes.
- Added 20.4 lane miles of buffering to new bike lanes.
- Added 4.0 centerline miles of new shared-use path.

Streetlights

- Installed 2,072 new streetlights.

Sidewalks

- Constructed 8.0 miles of new sidewalks.

Mobility and accessibility

- Installed 4,607 ADA ramps.

Intersection technology enhancements

- Replaced 52 street signs at major intersections with illuminated signs.
- Repainted all signal poles at 63 major intersections to extend their life cycles.
- Installed 67 new left-turn arrows at warranted intersections.
- Installed 17 pedestrian HAWKs.
- Installed one mile of fiber optic cable.

Information Technology and GIS

The Street Transportation Department digitizes, validates and reports on assets. The department uses GIS technology to catalog location data and maintenance records on bikeways, pavement, lighted street signs and ADA curb ramps. Ultimately, the data allow for more efficient planning, analysis and reporting.

The technology has allowed the Street Transportation Department to:

- Create field staff applications for reporting condition and improvement needs related to assets such as traffic signals, pavement, curb ramps, sidewalks and streetlights.
- Improve the accuracy, usefulness and availability of existing traffic signal data for the entire department.
- Leverage pavement condition data, with underlying soil condition data, to provide engineers with a broader understanding of problematic areas.
- Update bikeways and Mobility Studies data to give the ATP team accurate information for planning and implementing improvements.
- As part of Phoenix’s Tree and Shade Master Plan that was implemented in 2022, track progress of the Cool Corridors program using an interactive map.
- Research and edit thousands of ADA ramp records to build and update the database.

Internal and external applications allow staff and, in many cases, residents to access map services and applications with GIS information. Some of these include a live active [HAWK Traffic Signal Web Map](#), the [Pavement Maintenance Dashboard](#), [Bikeways Map Services](#), [E-Scooter Facilities Mapping](#) and [Cool Corridors Interactive Map](#).

As staff members in the field make live updates, the accumulated data and analysis tools provide for a more efficient workflow and near real-time analysis and reporting.

Table 4.3 T2050 Street Maintenance and Improvements

Planned for FY 2026

Street projects
<ul style="list-style-type: none"> • Conduct six major street project assessments. • Design six major street projects. • Continue construction on 14 major street projects.
Street pavement and overlays
<ul style="list-style-type: none"> • Pave 24.1 miles on major streets. • Pave 89.2 miles on local streets.
Bicycle lanes
<ul style="list-style-type: none"> • Install 30.9 lane miles of bike lanes and low-stress bikeways.
Streetlights
<ul style="list-style-type: none"> • Install 100 new streetlights.*
Sidewalks
<ul style="list-style-type: none"> • Construct 8.0 miles of new sidewalks.
Mobility and accessibility
<ul style="list-style-type: none"> • Install 4,014 ADA ramps.
Intersection technology enhancements
<ul style="list-style-type: none"> • Replace 50 street signs at major intersections with illuminated signs. • Repaint all signal poles at 60 major intersections to extend their life cycles. • Install 65 new left-turn arrows at warranted intersections. • Install 10 pedestrian HAWKs. • Install two miles of fiber optic cable.

Table 4.4 T2050 Street Maintenance and Improvements

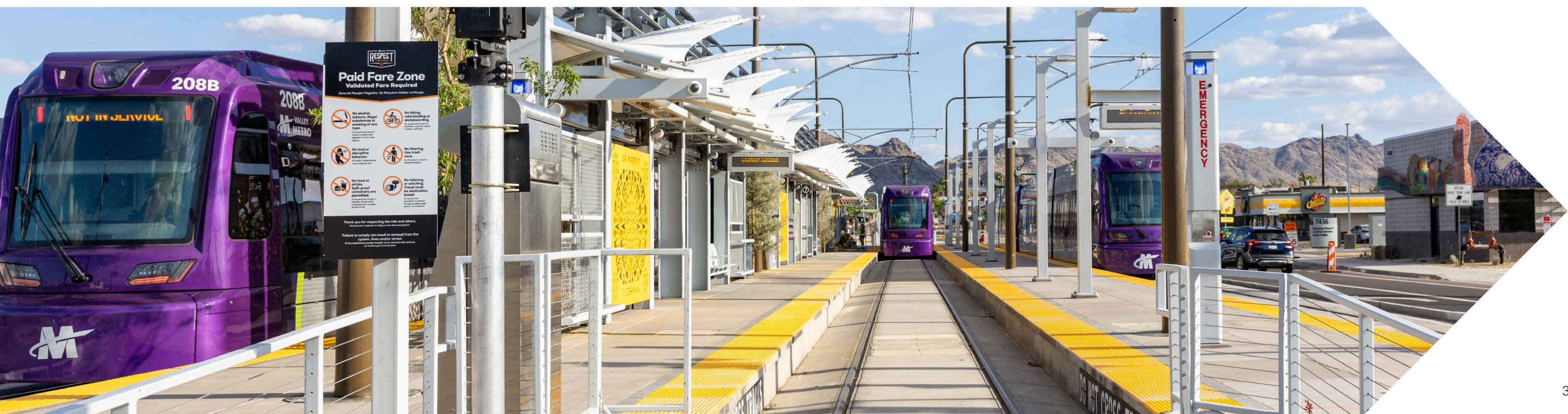
Planned for FY 2027–2030

Street projects
<ul style="list-style-type: none"> • Conduct nine major street project assessments. • Design 14 major street projects. • Continue construction on 33 major street projects.
Street pavement and overlays
<ul style="list-style-type: none"> • Pave 100 miles on major streets. • Pave 250 miles on local streets.
Bicycle lanes
<ul style="list-style-type: none"> • Install 123.6 lane miles of bike lanes and low-stress bikeways.
Streetlights
<ul style="list-style-type: none"> • Install 100 new street lights each year for a total of 400 new street lights.*
Sidewalks
<ul style="list-style-type: none"> • Construct 25 miles of new sidewalks.
Mobility and accessibility
<ul style="list-style-type: none"> • Install 11,960 ADA ramps.
Intersection technology enhancements
<ul style="list-style-type: none"> • Replace 200 street signs at major intersections with illuminated signs. • Repaint all signal poles at 240 major intersections to extend their life cycles. • Install 260 new left-turn arrows at warranted intersections. • Install 40 pedestrian HAWKs. • Install 49 miles of fiber optic cable.

**These are projected goals for city-installed street lights. There are no plans for developer-installed streetlights available.*

5.0

Appendix



APPENDIX

Life Cycle Programming Assumptions

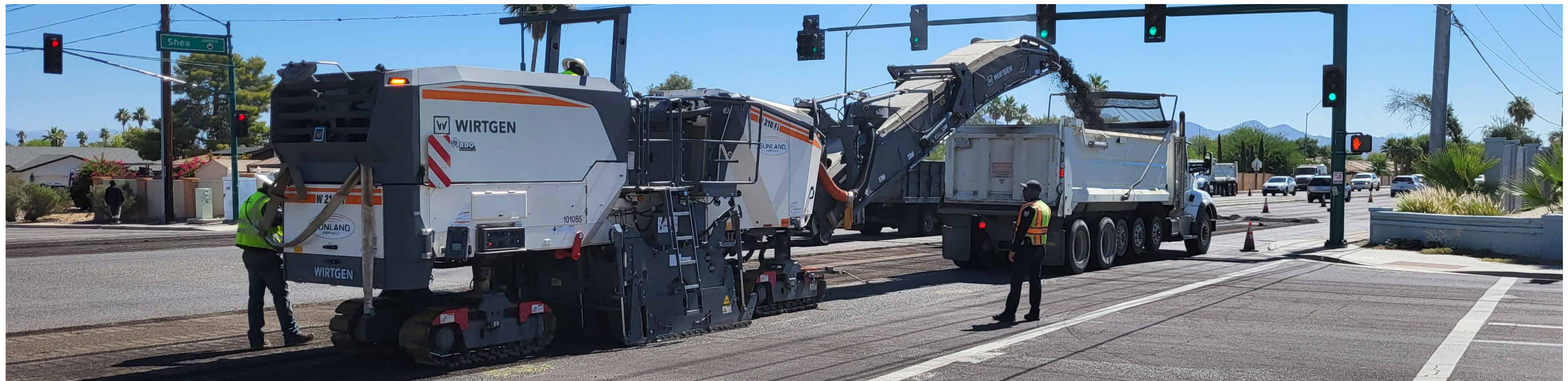
As with any long-term plan, preparation of the financial model for the T2050 program required many assumptions for estimated costs, revenues and timing of projects and new services. Key assumptions of the T2050 program include:

- The implementation of projects and new services is projected to occur over the course of the 35-year plan as funding allows and service demand dictates.
- Capital and operating costs are estimated to grow at average inflation rates of 3% to 4% annually over the life of the plan. These inflation rates are somewhat higher than the typical annual increases the city has experienced in the large transit contracts and provide for more conservative cost estimates.
- T2050 sales tax revenues are estimated to grow at an average annual rate of 3.6%, which is lower than the 5.2% average annual growth rate in the Arizona Department of Transportation’s

most recent forecast prepared in September 2020 for the Proposition 400 Maricopa County Transportation Excise Tax. Additionally, beginning January 1, 2025, the T2050 sales tax revenue will see a reduction in revenue due to the removal of the residential rental tax.

- The existing 0.5% Proposition 400 regional tax, currently in place through Dec. 31, 2025, will be extended through Proposition 479 for the next 20 years or until 2045.
- Federal transit formula funds are assumed to continue through the life of the plan, with very modest increases over time, and are consistent with MAG’s long-term Regional Transportation Plan.
- The financial model is consistent with Valley Metro assumptions, ranging from 0% to 39%, for the funding level from discretionary federal CIGs for light rail capital costs. Discretionary federal CIGs, on average, fund more than 40% of total project costs for current rail projects across the country.

- Transit fares are assumed to continue to be lower than the regional fare policy goal of 25% recovery of direct transit operations costs, reflecting the current fare recovery rate. Decreased fare revenues due to the COVID-19 pandemic are assumed to recover very slowly over 20 years.
- Some capital funding is assumed to be provided through financing, as needed, with the corresponding costs estimated using typical municipal bond offerings. Less expensive and more flexible types of financing will be explored to minimize financing costs.
- Other revenues, such as transit advertising and interest earnings on fund balance, are forecasted using very low growth rates.
- An operating reserve equivalent to 15% of annual public transit operating costs is assumed to be maintained throughout the life of the plan.



T2050 is creating a safer and more accessible city for all residents by improving street conditions, bike lanes and sidewalks.

T2050 Sales Tax Projected Revenue Stream

The following table includes the projected sales tax revenue for each year of the T2050 plan. Additionally, the table shows the anticipated allocation to the Public Transit and Street Transportation departments.



Investment in transportation provides access to recreation, community amenities, and employment while increasing community cohesion and inspiring a sense of togetherness.

Table A.1 T2050 Sales Tax Projected Revenue Stream

Fiscal Year	Overall T2050 (2015 Forecast)	Actual Overall	Forecasted Public Transit (86.2%)	Actual Public Transit	Forecasted Street Transportation (13.8%)	Actual Street Transportation
2016	\$89,125,000	\$98,593,240	\$76,826,000	\$85,095,392	\$12,299,000	\$13,497,848
2017	204,006,000	203,352,480	175,853,000	175,430,201	28,153,000	27,922,279
2018	213,696,000	215,805,685	184,206,000	185,998,894	29,490,000	29,806,791
2019	224,401,000	239,179,006	193,434,000	206,200,341	30,967,000	32,978,665
2020	235,642,000	247,592,555	203,123,000	213,437,765	32,519,000	34,154,790
2021	246,835,000	279,348,428	212,772,000	240,800,097	34,063,000	38,548,331
2022	258,559,000	335,608,608	222,878,000	289,313,016	35,681,000	46,295,592
2023	270,841,000	362,473,105	233,465,000	312,478,016	37,376,000	49,995,090
2024	283,706,000	376,179,399	244,555,000	324,266,526	39,151,000	51,912,873
2025	297,182,000	366,801,310	256,171,000	316,362,126	41,011,000	50,439,183
2026	311,298,000		268,339,000			42,959,000
2027	326,085,000		281,085,000			45,000,000
2028	341,574,000		294,437,000			47,137,000
2029	357,799,000		308,423,000			49,377,000
2030	374,794,000		323,072,000			51,722,000
2031	392,597,000		338,419,000			54,178,000
2032	411,245,000		354,493,000			56,752,000
2033	430,779,000		371,331,000			59,448,000
2034	451,241,000		388,970,000			62,271,000
2035	472,675,000		407,446,000			65,229,000
2036	495,127,000		426,799,000			68,328,000
2037	518,646,000		447,073,000			71,573,000
2038	543,281,000		468,308,000			74,973,000
2039	569,087,000		490,553,000			78,534,000
2040	596,119,000		513,855,000			82,264,000
2041	624,435,000		538,263,000			86,172,000
2042	654,095,000		563,830,000			90,265,000
2043	685,165,000		590,612,000			94,553,000
2044	717,710,000		618,666,000			99,044,000
2045	751,801,000		648,052,000			103,749,000
2046	787,512,000		678,835,000			108,677,000
2047	824,919,000		711,080,000		113,839,000	
2048	864,102,000		744,856,000		119,246,000	
2049	905,147,000		780,237,000		124,910,000	
2050	948,142,000		817,299,000		130,844,000	
Total	\$16,679,368,000		\$14,377,615,000		\$2,301,753,000	

FY 2025 Financial Overview

The FY 2025 Financial Overview table summarizes the budgeted and actual revenues and expenditures during FY 2025.

Table A.2 FY 2025 Financial Overview (July 1, 2024 - June 30, 2025)

	Budget	Actuals	Amount Over/(Under Budget)	Percent Over/Under Budget	Footnotes
Source of Funds - Revenue					
Dedicated Sales Tax - T2050	\$381,629,644	\$366,801,310	\$(14,895,344)	-3.9%	1
Local Transportation Assistance	4,050,000	4,067,212	17,212	0.4%	
Bus Fare Revenue	11,203,688	14,638,313	3,434,625	30.7%	2
DAR Fare Revenue	835,575	783,869	(51,706)	-6.2%	
Rail Fare Revenue	4,397,132	3,045,747	(1,351,385)	-30.7%	3
Advertising - Bus & Rail	2,248,824	4,014,971	1,766,147	78.5%	4
Federal Transit Funds	117,843,990	36,255,583	(81,588,407)	-69.2%	5
Regional Transportation Tax	36,212,023	25,033,001	(11,179,022)	-30.9%	6
Debt Proceeds	-	-	-	0.0%	
Other Revenue *	22,433,037	36,251,181	13,818,144	61.6%	7
Total Revenues	\$839,422,678	\$451,569,572	\$(387,853,106)	-46.2%	
Source of Funds - Fund Balance					
	\$258,568,765	\$(39,321,614)	\$(297,890,379)	-115.2%	8
Use of Funds					
Transit Operations					
Local Fixed-Route Bus	\$136,142,772	\$124,642,620	\$(11,500,152)	-8.4%	9
RAPID Commuter Bus	3,586,934	3,283,941	(302,993)	-8.4%	10
Neighborhood Circulator	3,755,181	3,437,976	(317,205)	-8.4%	11
BRT	-	-	-	0.0%	
DAR Operations	26,243,708	23,747,819	(2,495,889)	-9.5%	
Light Rail Operations	59,249,796	60,563,082	1,313,286	2.2%	
Security	14,312,614	14,084,127	(228,487)	-1.6%	
Administration & Support	39,459,477	29,042,823	(10,416,654)	-26.4%	12
Total Operations	\$282,750,482	\$258,802,389	\$(23,948,093)	-8.5%	
Debt Service	\$8,701,105	\$7,980,075	\$(721,030)	-8.3%	
Capital Projects					
Bus and DAR Vehicles	\$97,849,835	\$44,342,577	\$(53,507,258)	-54.7%	13
Bus Passenger Facilities	11,297,000	4,126,520	(7,170,480)	-63.5%	14
Bus O & M Facilities	45,639,898	33,699,362	(11,940,536)	-26.2%	15
Bus and DAR Technology	15,856,016	1,488,095	(14,367,921)	-90.6%	16
Other Bus Capital	12,168,593	1,449,131	(10,719,462)	-88.1%	17
South Central LRT	97,074,021	12,923,918	(84,150,103)	-86.7%	18
Northwest Phase II LRT	52,361,153	10,712,645	(41,648,508)	-79.5%	19
Capitol/I-10 West Phase 1 LRT	82,076,204	16,982,529	(65,093,675)	-79.3%	20
LRT Other	49,890	-	(49,890)	-100.0%	21
BRT	74,588,459	976	(74,587,484)	-100.0%	22
Streets - Major Maintenance	36,608,000	36,384,180	(223,820)	-0.6%	
Streets - Major Transportation Projects	317,538	298,987	(18,551)	-5.8%	
Streets - Mobility Projects	9,056,553	9,449,609	393,056	4.3%	
Streets - Other	3,137,300	3,201,804	64,504	2.1%	
Streets - Technology	9,890,631	9,726,776	(163,855)	-1.7%	
Total Capital Projects	\$547,971,091	\$184,787,108	\$(363,183,983)	-66.3%	
Total Expenditures	\$839,422,678	\$451,569,572	\$(387,853,106)	-46.2%	

Footnotes detailing the FY 2025 Financial Overview table found on the preceding page include:

- Sales tax was less than expected due to state legislative changes associated with the elimination of the residential sales tax.
- Budget estimate was conservative due to 1st-year transition to a new fare collection system.
- Overall ridership decline on rail as well as refunds processed along with transition to the new fare collection system.
- Advertising revenue was higher than estimated.
- Federal funds expected to be drawn down in future years in alignment with capital project costs.
- Delays in delivery of buses and final payout on the Fare Collection Project.
- Other revenue includes over \$20M in interest earnings plus cost reimbursements, LNG fuel tax credits, and shelter advertising revenue.
- Use of funds from existing fund balance was not needed due to lower than budgeted expenses overall, resulting in an increase to the fund balance.
- Budgeted amount reflects the full contractual amount for 100% on-time service. Actuals represent actual service rendered, accounting for missed miles or other service reductions which resulted in reduced payments to the service provider.
- Use of funds from existing fund balance was not needed due to lower than budgeted expenses overall, resulting in an increase to the fund balance.
- Use of funds from existing fund balance was not needed due to lower than budgeted expenses overall, resulting in an increase to the fund balance.
- Personal services, technology and custodial services were less than estimated.
- Fleet manufacturers' production delays.
- Bus pullouts delayed.
- Projects delayed due to timing of land acquisition.
- Some technology projects came in under budget and other projects are awaiting final signoff.
- Unused contingency.
- Less funding was needed from Phoenix due to frontload of funds and federal funding received.
- Budget carried over to future fiscal years due to delays in final real estate acquisition determinations, vehicle order timing and other outstanding costs. Total project amount also reduced due to project coming in under original budget.
- Project delays due to state legislation.
- Budget carryover; no federal assets were disposed.
- Longer than expected public/stakeholder involvement process due to state legislation.

* Includes Expense Recovery from Fund Balance Report.



Five-Year Implementation Plan

The Five-Year Implementation Plan table summarizes the projected distribution of funds collected over the next five years. The table does not include actual collections.

Table A.3 Five-Year Implementation Plan (FY 2026–2030)

	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
Source of Funds - Revenue					
Dedicated Sales Tax-T2050	\$439,090,000	\$460,414,000	\$483,599,000	\$507,458,000	\$531,494,000
Local Transportation Assistance	4,050,000	4,050,000	4,050,000	4,050,000	4,050,000
Bus Fare Revenue	15,081,355	15,533,796	15,999,810	16,479,804	16,974,198
DAR Fare Revenue	807,385	831,607	856,555	882,252	908,719
Rail Fare Revenue	3,192,063	3,287,825	3,386,459	3,488,053	3,592,695
Federal Transit Funds	62,901,000	144,877,000	145,173,000	137,529,000	411,708,000
Regional Transportation Tax	92,987,000	101,160,000	107,857,000	120,924,000	135,861,000
Bond Proceeds/Commercial Paper	-	-	-	-	-
Other Revenue	21,652,584	21,977,373	22,307,033	22,641,639	22,981,263
Total Revenues	\$886,223,751	\$603,619,641	\$891,920,691	\$618,580,690	\$609,401,499
Source of Funds - Fund Balance					
	\$246,521,199	\$(148,451,358)	\$108,754,252	\$(194,807,766)	\$(518,102,156)
Use of Funds - Transit Operations					
Local Fixed-Route Bus	\$221,179,054	\$227,814,426	\$234,648,859	\$241,688,325	\$248,938,974
RAPID Commuter Bus	4,801,488	4,945,533	5,093,899	5,246,716	5,404,117
Neighborhood Circulator	5,040,156	5,191,360	5,347,101	5,507,514	5,672,739
BRT	-	-	-	-	-
DAR Operations	27,158,231	27,972,978	28,812,168	29,676,533	30,566,829
Light Rail Operations	79,069,141	81,441,215	83,884,452	86,400,985	88,993,015
Security	16,564,346	17,061,276	17,573,115	18,100,308	18,643,317
Administrative and Support	5,222,345	5,379,015	5,540,386	5,706,597	5,877,795
Total Operations	\$359,034,762	\$369,805,804	\$380,899,979	\$392,326,978	\$404,096,787
Debt Service	\$21,348,250	\$31,559,500	\$4,760,375	\$4,760,375	\$4,760,375
Use of Funds in Capital Projects					
Bus and DAR Vehicles	\$78,455,000	\$88,249,000	\$112,947,000	\$118,857,000	\$121,308,000
Bus Passenger Facilities	900,000	700,000	1,000,000	1,000,000	1,000,000
Bus O&M Facilities	27,278,255	2,300,000	2,650,000	2,650,000	2,550,000
Bus and DAR Technology	13,552,500	3,000,000	-	-	-
Other Bus Capital	2,510,000	1,000,000	1,500,000	1,500,000	1,500,000
South Central Light Rail	77,539,000	-	-	-	-
Northwest Phase II Light Rail Extension	27,723,500	-	-	-	-
Capitol Light Rail Extension	111,342,000	25,695,000	35,117,000	39,500,000	-
I-10 West Light Rail Extension	350,000	-	-	4,715,000	5,690,000
Other Light Rail	1,720,000	-	-	-	-
BRT	57,800,000	42,900,000	320,000,000	20,375,000	35,500,000
Total Public Transit T2050 Capital Projects	\$399,170,255	\$163,844,000	\$473,214,000	\$188,597,000	\$167,548,000
Streets - Major Maintenance	25,990,000	26,790,000	27,090,000	26,790,000	26,790,000
Streets - Major Transportation Projects	10,884,799	1,977,337	1,977,337	1,977,337	2,077,337
Streets - Mobility Projects	42,810,295	6,580,000	1,216,000	1,066,000	1,066,000
Streets - Technology	10,909,745	2,600,000	2,200,000	2,600,000	2,600,000
Streets - Other	16,075,645	463,000	563,000	463,000	463,000
Total Streets T2050 Capital Projects	\$106,670,484	\$38,410,337	\$33,046,337	\$32,896,337	\$32,996,337
Total Capital Projects	\$505,840,739	\$202,254,337	\$506,260,337	\$221,493,337	\$200,544,337
Total Expenditures	\$886,223,751	\$603,619,641	\$891,920,691	\$618,580,690	\$609,401,499
Year End Fund Balance: Public Transit	\$229,057,858	\$374,947,421	\$255,067,844	\$435,307,744	\$935,625,065
Year End Fund Balance: Streets	\$14,929,716	\$17,491,511	\$28,616,836	\$43,184,703	\$60,969,538
Total Fund Balance	\$243,987,574	\$392,438,932	\$283,684,680	\$478,492,446	\$996,594,602

* BRT capital and operations expenditures are planned to be incurred during this five-year plan, and the amounts reflected are preliminary, pending the results of the BRT study.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Moody and members of the Commission

FROM: Jesús Sapien
Public Transit Director

SUBJECT: Monthly Ridership Update

This report provides a monthly ridership update for bus and light rail regionally, and for bus, light rail and Dial-a-Ride in Phoenix.

REGIONAL RIDERSHIP

Total Monthly Boardings	Aug-25	Aug-24	% Change Year over Year
Bus and Rail	3,406,727	2,997,340	13.7%
Bus	2,319,956	2,053,441	13.0%
Light Rail	1,033,582	879,787	17.5%

PHOENIX RIDERSHIP

Total Monthly Boardings	Aug-25	Aug-24	% Change Year over Year
Bus and Rail	2,203,425	1,799,340	22.5%
Bus	1,513,420	1,242,712	21.78%
Light Rail	690,005	556,628	23.96%
Dial-a-Ride	28,061	28,470	-1.4%

Recommendation

This report is for information only.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Moody and members of the Commission

FROM: Jesús Sapien
Public Transit Director

Briiana Velez
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 FINANCIAL UPDATE

This report provides a financial update on Transportation 2050 (T2050), passed by voters on August 25, 2015. Included in this report is a summary of the sales tax revenue collections and the use of those revenues for projects within the plan.

THE ISSUE

T2050 is a 35-year multi-modal transportation plan that includes street improvements, bus and paratransit service enhancements, and light rail expansion. These broad categories are broken down into specific plan elements, and within these elements are specific projects planned to be implemented over the course of the 35-year plan.

OTHER INFORMATION

The sales tax revenues are being used in the Public Transit and Street Transportation Departments' budgets to implement projects in the T2050 plan. The T2050 sales tax became effective January 1, 2016, and with the one-month lag in sales tax reporting and collections, there have been nine years and six months of revenue collected by the City through July 2025.

Figure 1 below provides estimated and actual sales tax from the inception of the sales tax through July 31, 2025. Estimates are based on a consistent annual growth rate. Some months and years will see a higher or lower return; however, the differences are anticipated to balance over time.

Figure 2 shows a year-over-year monthly comparison of T2050 sales tax revenues, and the percentage change compared to the same month of the prior year. With preliminary July 2025 sales tax figures, revenues were 5.2% lower than July 2024.

Figure 3 compares fiscal year-to-date T2050 sales tax revenues for the past three fiscal years and the current fiscal year. With the preliminary July amount, fiscal year-to-date sales tax revenues through July 2025 were 5.2% lower than the previous fiscal year.

Figure 4 shows a year-over-year monthly comparison of the past year's total Public Transit fare revenues. Preliminary July 2025 fare revenues were 60% higher than July 2024 fare revenues.

Figure 5 is a fiscal year-to-date comparison of total Public Transit fare revenues with the prior three fiscal years. Through July 2025, fiscal year-to-date preliminary fare revenues were 60% higher than last fiscal year.

Figure 6 shows a year-over-year monthly comparison of combined T2050 sales tax and total Public Transit fare revenues for the past year. With the preliminary July 2025 sales tax amount, the combined T2050 sales tax and preliminary fare revenues for the month are 3.8% lower than July 2024.

Figure 7 is a fiscal year-to-date comparison of combined T2050 sales tax and total Public Transit fare revenues with the prior three fiscal years. With the preliminary July 2025 sales tax amount, these revenues were 3.8% lower than the same period last fiscal year.

Figure 1 - Transportation 2050 Sales Tax Revenues Through July 31, 2025 (millions)



Figure 2 - Monthly Transportation 2050 Sales Tax Revenues Comparison (millions)

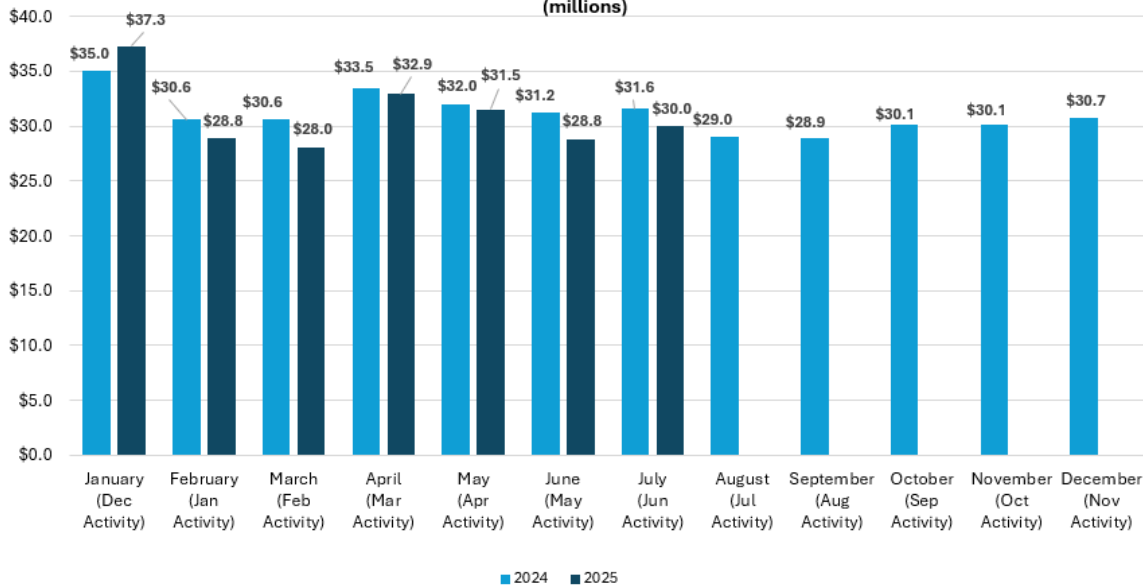


Figure 3 - Fiscal Year-to-Date Transportation 2050 Sales Tax Revenues Comparison through July (millions)

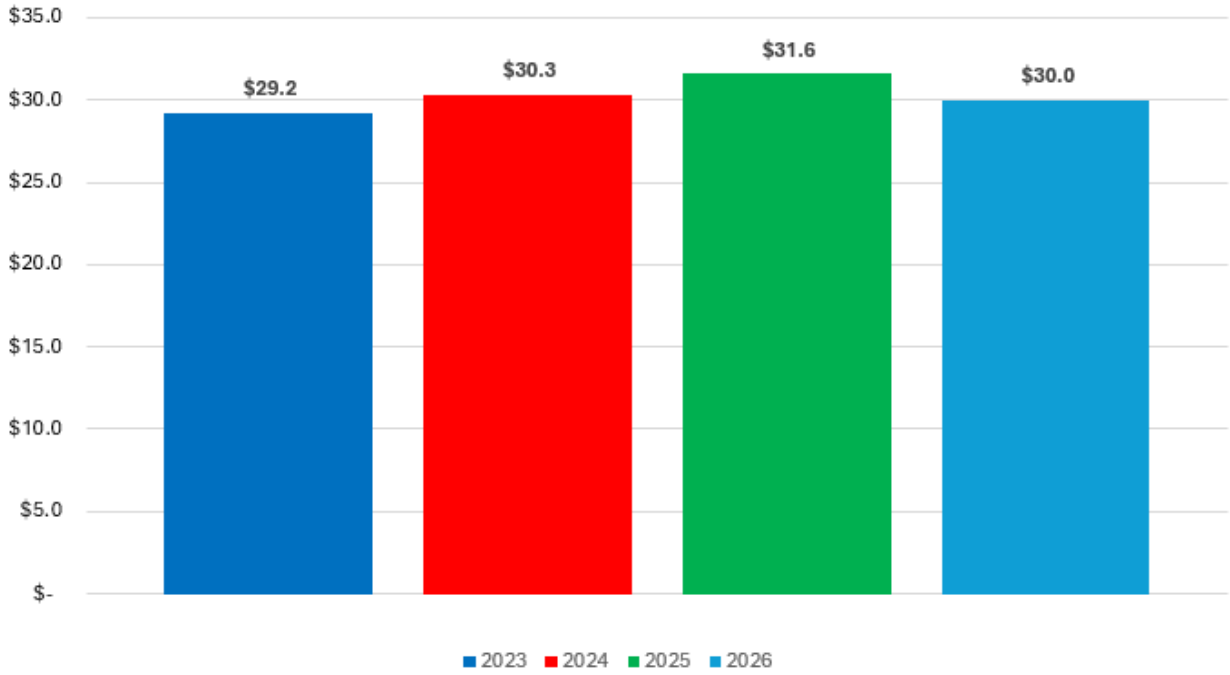


Figure 4 - Monthly Total Public Transit Fare Revenues Comparison (millions)

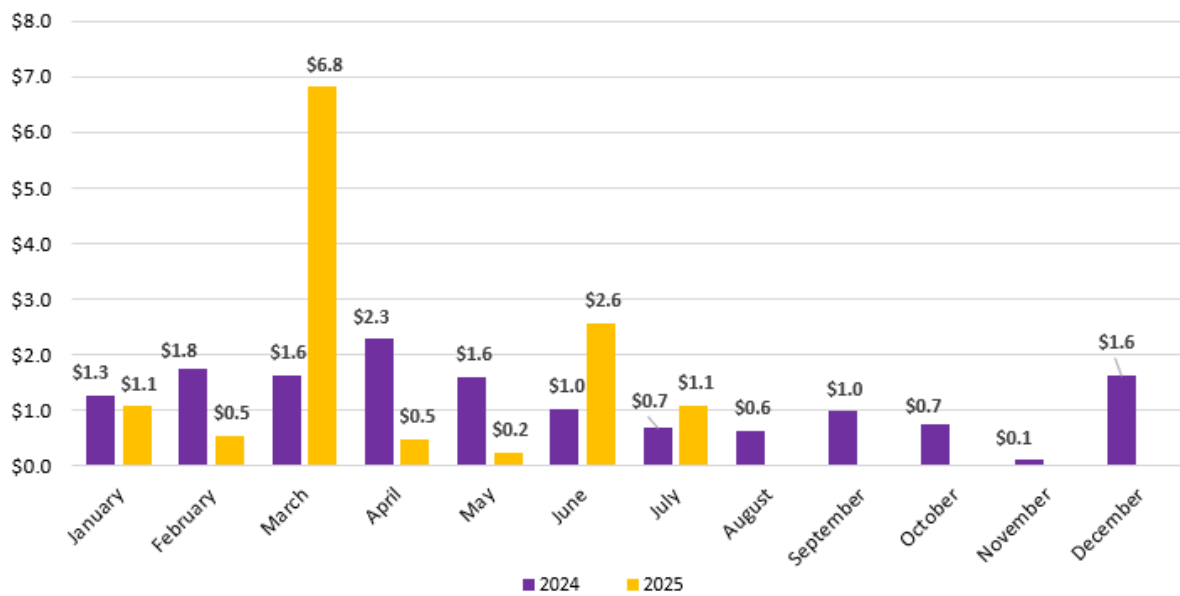


Figure 5 - Fiscal Year-to-Date Total Public Transit Fare Revenues Comparison through July (millions)

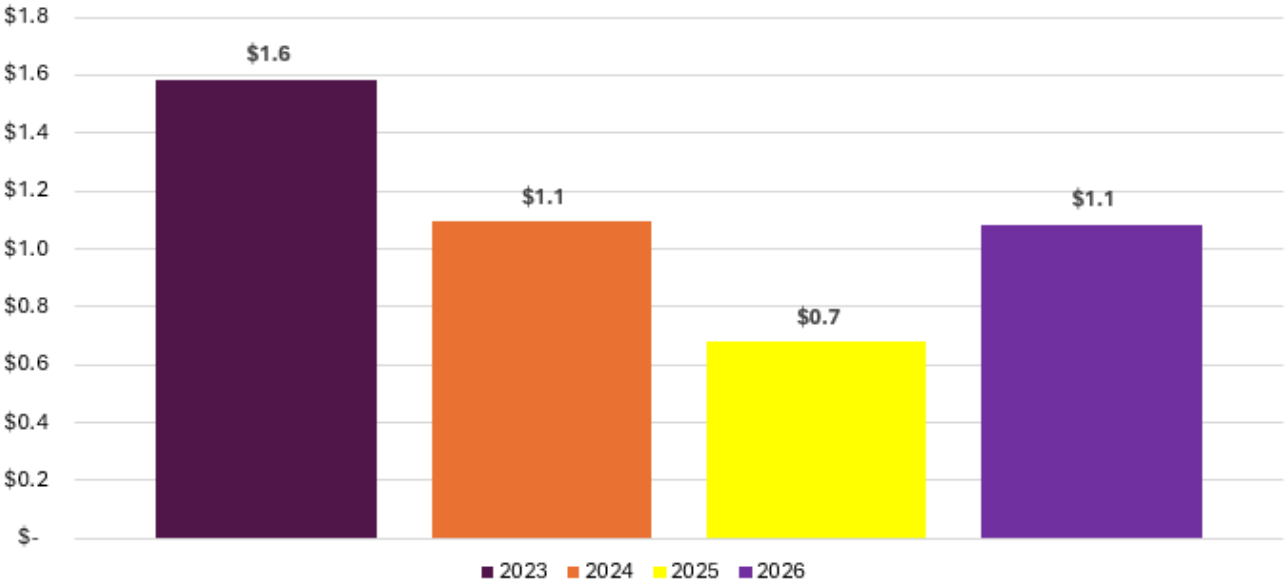


Figure 6 - Combined Monthly T2050 Sales Tax and Total Public Transit Fare Revenues Comparison (millions)

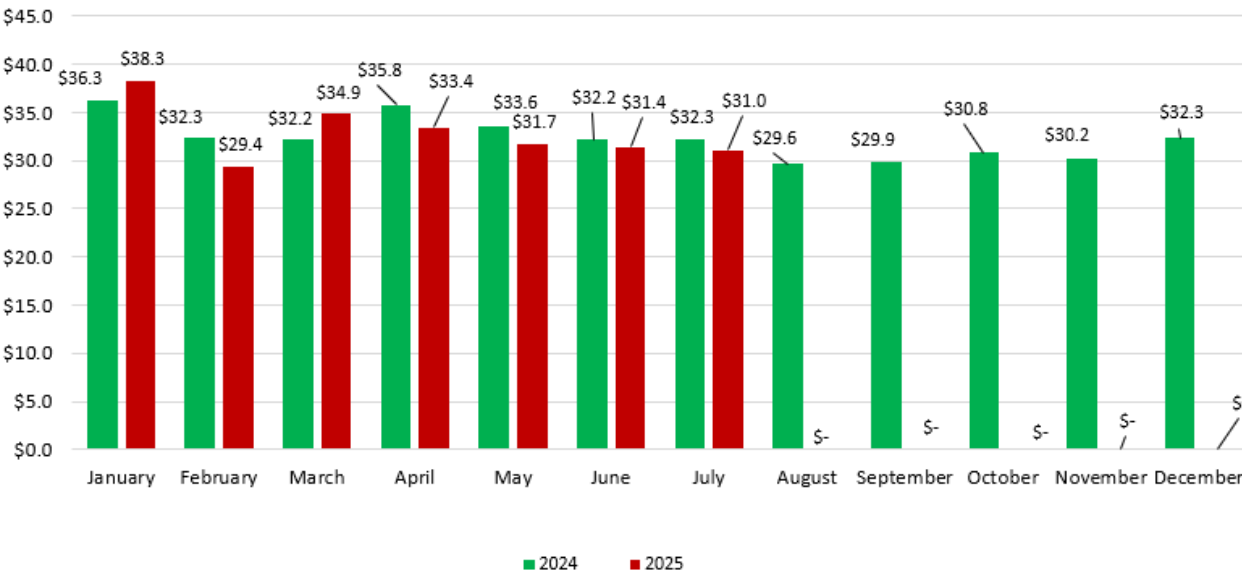
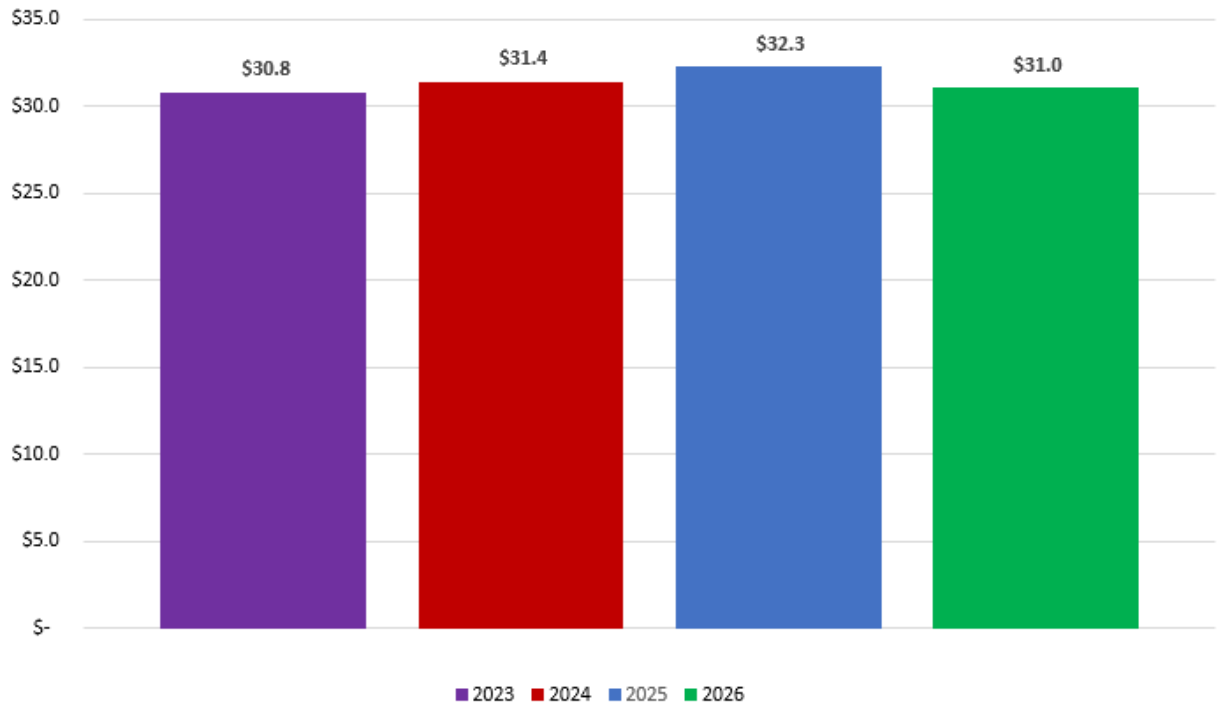


Figure 7 - Combined Fiscal Year-to-Date T2050 Sales Tax and Total Public Transit Fare Revenues Comparison through July (millions)



The attached table (Attachment A) shows fiscal year 2025-26 T2050 sales tax revenue collections and T2050 expenditures through July 31, 2025.

RECOMMENDATION

This report is for information and discussion only.

Attachment A

T2050 SALES TAX REVENUES:

Actuals Through FY 2024-25	\$ 2,766,046,000
July 2025 - June 2026	<u>29,962,000</u>
TOTAL	<u><u>2,796,008,000</u></u>

EXPENDITURES:

Project	FY 2025-26 Total Expenditures	FY 2025-26 T2050 Expenditures	FY 2025-26 Other (1) Expenditures	FY 2025-26 Total Commit	FY 2025-26 T2050 Commit	FY 2025-26 Other (1) Commit	FY 2025-26 Total Actual + Commit	FY 2025-26 T2050 Actual+ Commit	FY 2025-26 Current Year Other (1) Actual + Commit
Transit Ops and Administration	15,422,764	15,277,684	145,080	27,188,114	27,058,945	129,169	42,610,878	42,336,629	274,249
Bus Purchases	3,163,252	0	3,163,252	0	0	0	3,163,252	0	3,163,252
DAR Vehicle Purchases	0	0	0	0	0	0	0	0	0
Bus Stop Improvements	415,001	415,001	0	0	0	0	415,001	415,001	0
South Facility Upgrades	0	0	0	0	0	0	0	0	0
Bus Pullouts	4,146	4,146	0	0	0	0	4,146	4,146	0
Transit Technology	1,084,320	70,077	1,014,243	0	0	0	1,084,320	70,077	1,014,243
South Central LRT	1,359,359	1,151,220	208,140	61,281	61,281	0	1,420,641	1,212,501	208,140
Capital/I-10 West LRT	1,538,993	777,412	761,581	0	0	0	1,538,993	777,412	761,581
Northwest Extension LRT Phase II	1,809,592	1,668,592	141,000	0	0	0	1,809,592	1,668,592	141,000
Bus Rapid Transit	79,061	79,061	0	0	0	0	79,061	79,061	0
Other Transit Capital	208,575	205,320	3,255	490,938	490,938	0	699,514	696,258	3,255
Project/Construction Mgmt	121,424	121,424	0	0	0	0	121,424	121,424	0
T2050 Cement Repair	0	0	0	0	0	0	0	0	0
T2050 Crack Seal	308,420	308,420	0	0	0	0	308,420	308,420	0
T2050 Major Street Overlay	6,340,660	6,340,660	0	0	0	0	6,340,660	6,340,660	0
T2050 Arterial TRMSS	0	0	0	0	0	0	0	0	0
T2050 Arterial Micro Surfacing	73,820	73,820	0	0	0	0	73,820	73,820	0
T2050 Arterial Microseal	0	0	0	0	0	0	0	0	0
Major Streets Project Assessments	0	0	0	0	0	0	0	0	0
Major Street Transportation Projects	69,200	69,200	0	15,330	15,330	0	84,530	84,530	0
Traffic Signal Pole Painting	34,311	34,311	0	0	0	0	34,311	34,311	0
Left Turn Arrows & HAWK	658,910	658,910	0	19,460	19,460	0	678,370	678,370	0
Illuminated Street Name Signs	0	0	0	0	0	0	0	0	0
Pedestrian and Bicycle	355,021	355,021	0	0	0	0	355,021	355,021	0
TOTAL	33,046,829	27,610,279	5,436,550	27,775,124	27,645,955	129,169	60,821,953	55,256,234	5,565,719

(1) Other (non-T2050) sources include transit fares, federal, regional, AZ Lottery, and 302 building revenues.