

PHOENIX TRANSPORTATION 2050

MOVING PHOENIX FORWARD

ANNUAL PROGRESS REPORT

FISCAL YEAR 2026

JULY 1, 2025 THROUGH JUNE 30, 2026

A MESSAGE FROM LEADERSHIP



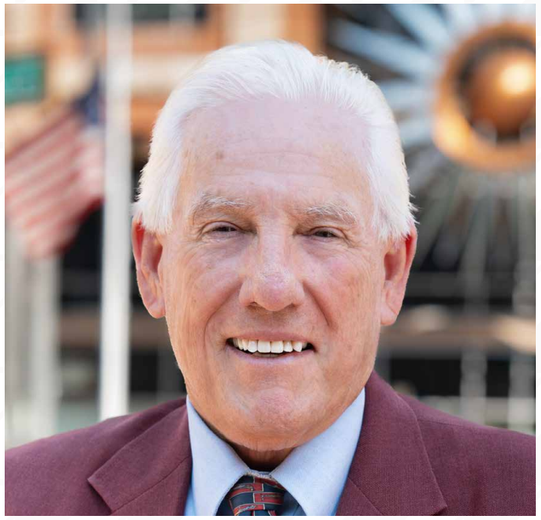
Mayor Kate Gallego

"Thanks to the support of Phoenix voters, we're building a city that moves with purpose and is ready for the needs of today and tomorrow. This year, we celebrate the success of the new South Central Extension/Downtown Hub of our expanding light rail system—already one of our busiest stations with more than 200,000 boardings per month. We're incorporating Intelligent Transportation Systems to improve safety, efficiency and air quality, including traffic management systems that make your daily commute more seamless and back-up batteries for traffic signals that make our network more resilient. And of course, we're improving the basics that residents depend on by investing in pedestrian safety, sidewalks and smooth roadways. Together, we're creating safer, smarter and more sustainable ways to move throughout our city."



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

"Phoenix's T2050 investments are clearly paying off. The South Central Extension/ Downtown Hub has strengthened our transit network, expanded access for thousands of riders and demonstrated what long-term planning can achieve. Our continued progress reflects the city's commitment to safe, sustainable and connected transportation, with new high-capacity options, modernized systems and essential infrastructure upgrades helping build a future-focused Phoenix."



Commissioner David Moody, Chair, Citizens Transportation Commission

"The Citizens Transportation Commission remains steadfast in ensuring that Phoenix's Transportation 2050 Plan delivers on its long-term promises. As we mark this 10-year milestone, the progress achieved reflects a decade of disciplined investment, strengthened oversight and continued collaboration with the community and city partners. Enhancements to transit accessibility, street modernization and multimodal connectivity underscore the plan's long-term value to our residents. This decade of progress positions Phoenix for an even more connected and resilient future."

TABLE OF CONTENTS

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

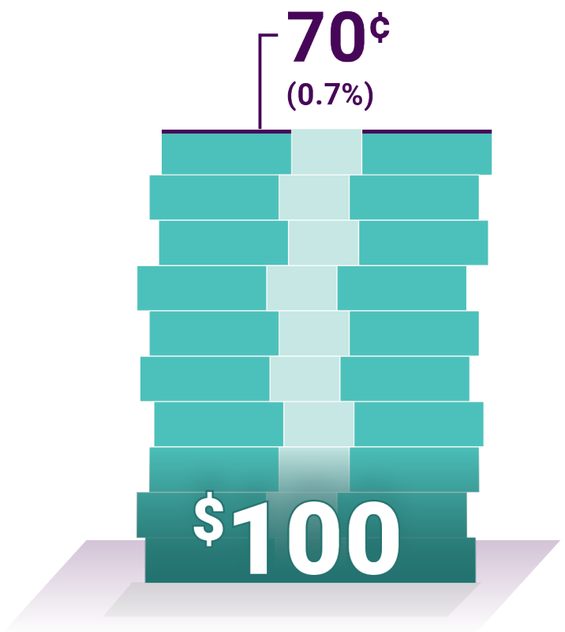
Program Overview



PROGRAM OVERVIEW

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, 2025, to June 30, 2026 (Fiscal Year [FY] 2026). 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 creating a more connected and accessible Phoenix by investing in multiple modes of transportation, such as bus service, light rail, Dial-a-Ride, roadway improvements, bicycle infrastructure, and active transportation options.

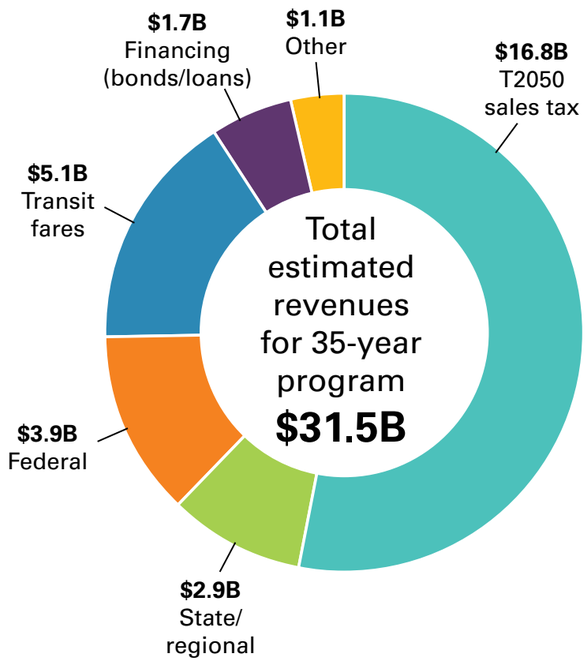
Life Cycle Revenues

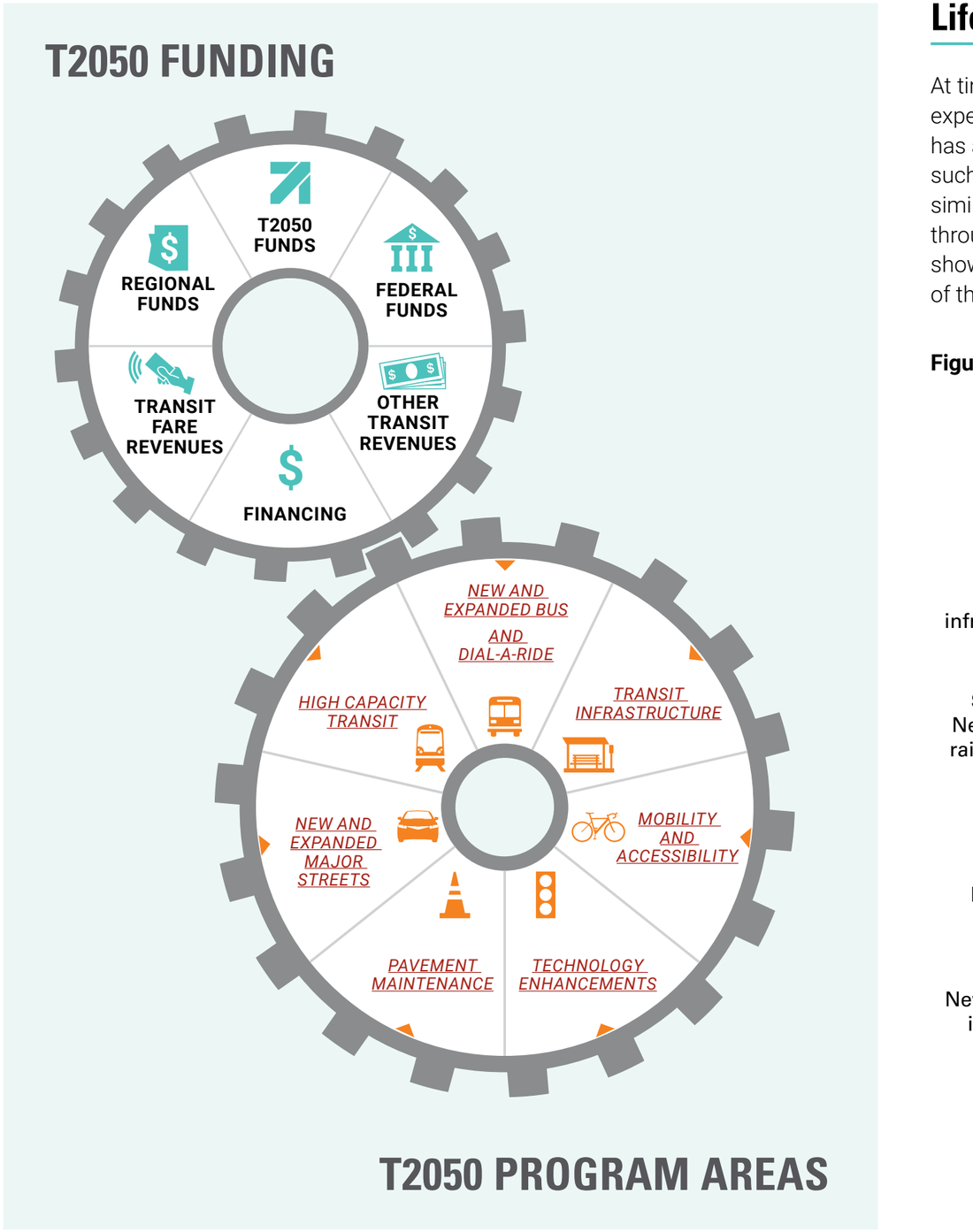
Over the course of 35 years, Phoenix expects sales tax revenues to generate more than half of the estimated $31.5 billion in overall T2050 funding. The remaining funds will be provided by federal, state, regional and local funding sources. Figure 1.1 shows funding sources as established at the start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

In addition to these funds, staff in the Public Transit and Street Transportation departments 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

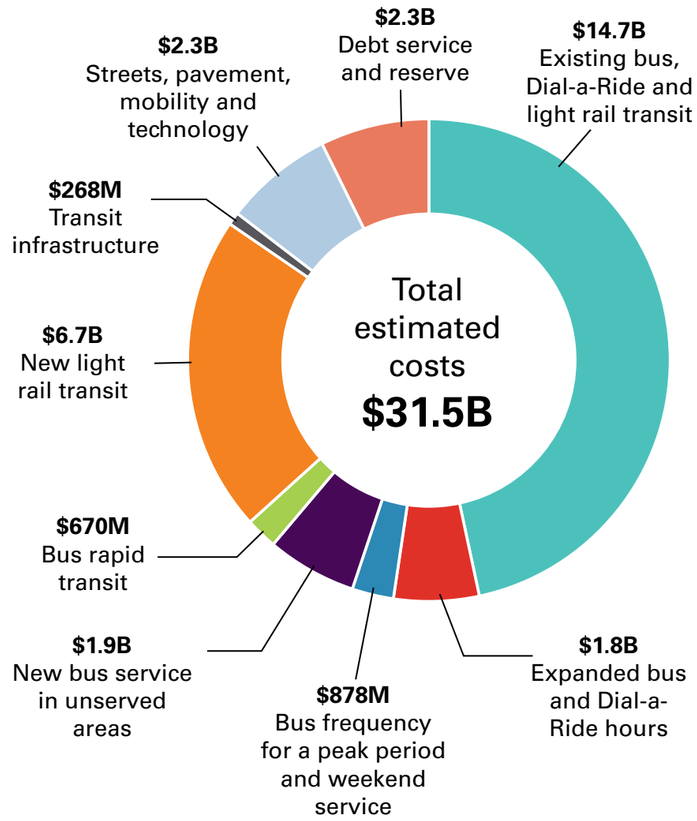




Life Cycle Expenditures

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.

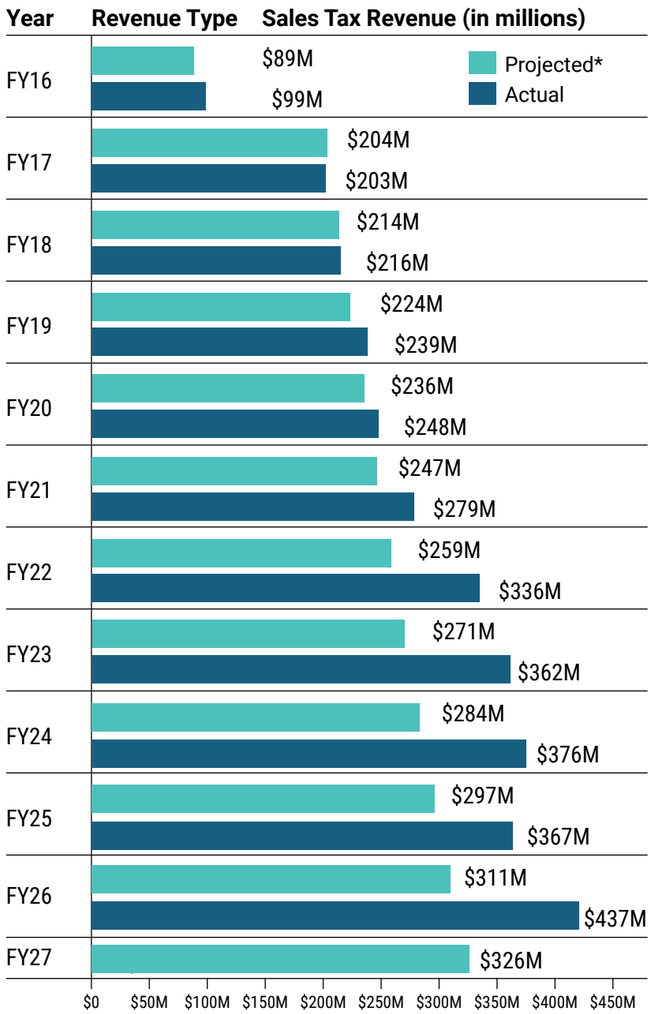
Figure 1.2 Planned Uses of Funds



FY 2026 Financial Summary and Projection

The total operating and capital budgets for FY 2026 are $813,255,078. 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 2027–2031 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, 2026, the CTC members include:

- Chair David Moody
- Vice-Chair Clark Princell
- Lina Bearat
- Christian Bearden
- Mike Huckins
- Sanjay Paul
- Ellie Perez
- David Steinmetz.
- Darlene Vallo
- Jack Leonard
- Lisa Perez
- Luke Douglas
- Three vacancies

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.



Transportation, Infrastructure and Planning Subcommittee members (top row, left to right): Debra Stark, Chair, and Vice Mayor Kesha Hodge Washington; (second row, left to right): Councilmember Jim Waring and Councilmember Kevin Robinson.



T2050 celebrated its tenth anniversary during FY 2026. The second *Long-Term Performance Metrics Report* outlines key milestones and accomplishments of the program's first 10 years while a *video* features how the program has impacted the everyday lives of Phoenix transportation users.

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, 2026.

	T2050 GOALS ESTABLISHED AT PROGRAM ONSET	EXPECTED PROGRESS AT 10.5 YEARS
BUS AND DIAL-A RIDE	**CONTINUE** local bus, RAPID commuter bus, neighborhood circulator and Dial-a-Ride service for 35 years	More Info
	PROVIDE 15-MINUTE FREQUENCY on half of all bus routes	More Info
	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	More Info
	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

Below expected target | Approaching expected target | At or above expected target

All goals are at or above the expected progress targets at 10.5 years.

2.0

Bus and Dial-a-Ride

BUS AND DIAL-A-RIDE CUMULATIVE PROGRESS JANUARY 1, 2016–JUNE 30, 2026

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)	
0	Central Avenue	(FY 2022)	(FY 2026)
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
548	Local Buses
44	Rapid Buses
222	Dial-a-Ride Vehicles
11	Circulator Buses

INSTALLED

Quantity	Description
8	Bus Bays
131	Bus Stops
805	Bus Shelter Shade Structures

OTHER IMPROVEMENTS COMPLETED

$558 MILLION RECEIVED in Federal Transit Administration (FTA) formula grants for Phoenix transit (10.5-year total)

$42 MILLION RECEIVED in competitive grant funding to purchase buses (10.5-year total)

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 MODERNIZATION AND IMPROVEMENTS PROJECT completed replacement of the existing system (FY 2026)

FLEET TRANSITION deployed 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. Of note is that PTD operates more than half of the region's bus network, and funds approximately two-thirds of the region's light rail system.

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 (Proposition 479 funding).

Employing these resources, PTD used $314.9 million in FY 2026 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 $2.9 billion in 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 FY 2026, PTD finalized a grant agreement with the U.S. Department of Transportation Federal Highway Administration (FHWA) for a three-year, $12.9 million congestion relief grant to fund PHXLink, a service that intends to quickly extend transit coverage to neighborhoods underserved by the current public transportation network with fewer initial infrastructure and operational costs. PHXLink is a three-pronged approach that, during the three-year pilot period, plans to:

- Increase coverage of the public transit system.
- Provide commuter bus improvements that complement the new microtransit zones.
- Integrate new and existing microtransit services into the region's transit software application for trip planning, real-time tracking and fare payment.

PHXLink microtransit service will begin in October 2026 in three zones, each of which will connect with high-capacity transit service and link to the regional transit network. The North Phoenix zone will connect with an improved all-day bi-directional I-17 RAPID service. The West Phoenix zone will connect with an improved all-day bi-directional I-10 West RAPID service. The South Phoenix zone will connect with the existing light rail connection to the B-Line at the Central and Baseline Park-and-Ride. After the conclusion of the pilot period, PTD will evaluate the success and feasibility of continuing the services long term, or augmenting transit services in those areas to continue the expansion of the transit network.

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.

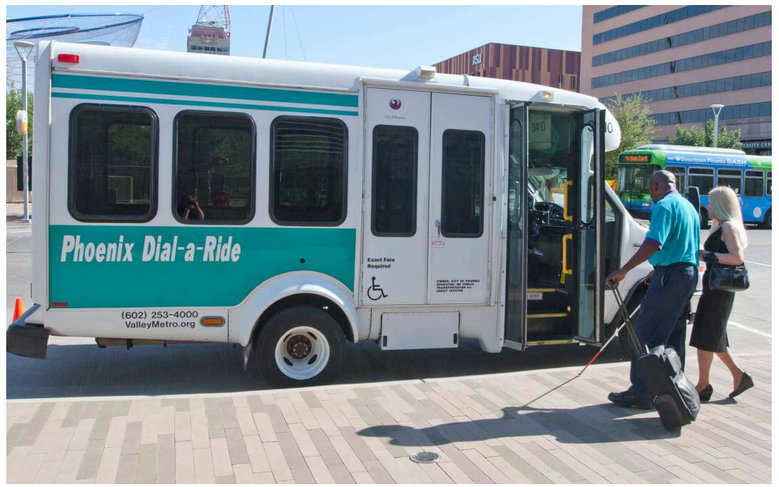
Bus Stops and Shelters

PTD added 23 new bus stops and 80 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 2031.

Dial-a-Ride and Alternative Transportation Services

Phoenix Dial-a-Ride service is available to Phoenix residents who have been determined eligible for Americans with Disabilities Act (ADA) paratransit services and 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 eligible for ADA paratransit services, or 65 years or older.



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

Circulator Service

Four fare-free 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 I-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 the Pecos Park-and-Ride in the Ahwatukee neighborhood with Downtown Phoenix via I-10.
- I-10 West RAPID: Connects the Desert Sky Transit Center and 79th Avenue Park-and-Ride with Downtown Phoenix via I-10.
- South Mountain East RAPID: Connects the 24th Street and Baseline Park-and-Ride with Downtown Phoenix via 24th Street and Washington/Jefferson streets.
- South Mountain West RAPID: Connects the 27th Avenue and Baseline Park-and-Ride with Downtown Phoenix via Baseline Road and 19th Avenue.

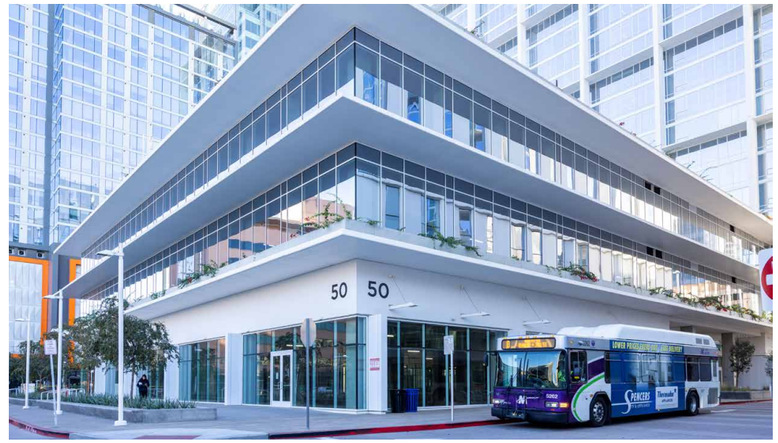


RAPID routes are primarily used by commuters, as they operate during peak hours with limited stops.

Park-and-Rides and Transit Centers

PTD maintains and operates nine park-and-ride facilities and five transit centers. Park-and-rides 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.

In October 2025, the Greg Stanton Central Station opened for bus service in Downtown Phoenix near Van Buren Street and Central Avenue. That same month, the Paradise Valley Transit Center opened for bus service near the Mesquite Library along East Paradise Village Parkway.



The Greg Stanton Central Station is named for Greg Stanton, former Phoenix Mayor and U.S. Congressman, honored for championing public transit and the voter-approved T2050 plan.

Technology

The regional fare collection system modernization and improvements 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 paper passes were phased out, with multiple new options made available to regional passengers. The new system implemented fare capping for all transit passengers, ensuring riders are not charged beyond daily, weekly or monthly fare limits. The new fare collection system is considered a dynamic program, with improvements being assessed and programmed for the near future. The entire fare collection system achieved final system acceptance in February 2026, costing approximately $45 million, and the system is now in the warranty phase while the regional partners create a priority list and timeline for future improvements with the funding available.

Table 2.1 T2050 Bus and Dial-a-Ride

Completed FY 2026 (July 1, 2025–June 30, 2026)

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

- Maintained existing frequent service network in Phoenix, monitored ridership trends and evaluated feasibility to modify route frequencies to expand the frequent service network in the future.

New buses and Dial-a-Ride vehicles

- Ordered 30 hybrid-electric buses and 25 Dial-a-Ride vehicles.

Extend and add bus service to underserved major streets

- Combined Route 0 and 0A to improve frequency on Route 0 between 6 a.m. and 7 p.m. to at least every 15 minutes between Baseline Road and the Sunnyslope Transit Center.
- Finalized a grant agreement with FHWA for the Congestion Relief Grant to pilot three microtransit service zones in Phoenix and finalized the service agreement with the microtransit service provider to operate microtransit service starting in October 2026.
- Evaluate the feasibility of continuing microtransit service long term at the conclusion of its three-year pilot period.
- Operate the microtransit pilot for three years.

Bus bays

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

Bus stops

- Installed 80 new shade structures at existing bus stops.
- Installed 23 new bus stops.

Incorporate technology

- Achieved final fare collection system acceptance.
- Initiated piloting the use of 12 battery-electric buses while constructing permanent charging infrastructure at the West Transit Facility.

Infrastructure Improvements

- Opened the Greg Stanton Central Station for bus service in October 2025.
- Opened the Paradise Valley Transit Center for bus service in October 2025.

Security

- Continued collaboration with the Phoenix Police Department's Transit Unit on security improvements at transit centers, park-and-rides and bus stops.
- Expanded security coverage to the Greg Stanton Central Station with the PTD Municipal Security Guards and a private security contractor in October 2025.
- Increased cleaning frequency at highly utilized bus stops.

TIMELINE

Regional Fare Collection System Modernization and Improvements Project

Major milestones to date include the following:

JULY 2021
Valley Metro real-time bus/rail information and trip planning app launched.

FEBRUARY 2023
Launch of the mobile ticketing app to coincide with Super Bowl LVII.

MARCH 2024
Online reduced-fare registration application launched, allowing those eligible for reduced fare to go online to complete the application and have reduced-fare options available on the mobile ticketing app.

MARCH/ APRIL 2024
Specialty smartcard rollout for group fare program.

AUGUST-OCTOBER 2024
Removed and replaced fareboxes on all buses and light rail stations with ticket vending machines.

DECEMBER 2024
Launched the full mobile ticketing app, including availability of individual smartcards, retail network for purchasing and a public website for account management.

MARCH-JUNE 2025
System refinement.

JUNE 2025
Installed 22 new ticket vending machines for the South Central light rail extension.

AUGUST 2025
Installed 11 new ticket vending machines for the Tempe Streetcar alignment.

FEBRUARY 2026
Achieved final base fare collection system acceptance, beginning one-year warranty period.

JUNE 2026
Regional partners began creating a priority list and timeline for future improvements.

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 deployed its first hybrid bus fleet in August 2024 and ordered 30 buses in FY 2026. In December 2025, the department also initiated pilot testing of 12 battery electric buses at the West Transit Facility.

Operations and Maintenance

PTD operates three facilities for bus maintenance, fueling and cleaning—the West, North and South Transit Facilities—using a variety of contracts as listed in Table 2.2. 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.

Table 2.2 Operations and Maintenance Contracts

Contract	Service Type	Contract Start	Contract End	Contract Value ($Millions)
West Transit Facility	Fixed-route bus	July 1, 2025	June 30, 2032	$626.8
RLNG	Fuel	July 1, 2023	June 30, 2028	$59.3
Dial-A-Ride	Paratransit	July 1, 2022	June 30, 2029	$156.5
North/South Transit Facilities	Fixed-route bus	July 1, 2020	June 30, 2027	$790.1
Operations Control Center	Bus control center	July 1, 2020	June 30, 2027	$14.4
Total				$1,647



In FY 2026, Phoenix operated more than 21 million miles of bus service.

Table 2.3 T2050 Bus and Dial-a-Ride

Planned for FY 2027

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

- Pilot improving two RAPID routes in Phoenix to operate bi-directionally and add midday service in October 2026 as part of the Congestion Relief Grant received from FHWA. Such improvement would enable daily connection between park-and-rides and Downtown Phoenix that was previously only possible during peak hours and only in one direction.
- Maintain bus and Dial-a-Ride service hours to match light rail hours.

Improve bus frequency

- Participate in the regional Comprehensive Operational Analysis known as Bus Network Redesign. Several route frequency adjustments are being evaluated on feasibility for future implementation.

New buses and Dial-a-Ride vehicles

- Order 60 buses, 3 circulator buses and 25 Dial-a-Ride vehicles.

Extend and add bus service to underserved major streets

- Participate in Bus Network Redesign. Several routes are being evaluated for feasibility for future implementation.
- Operate the microtransit pilot for three years.

Bus bay

- Begin design of one additional bus bay at the intersection of 16th Street and Broadway Road.

Bus stops

- Install 80 new shade structures at existing bus stops.

Incorporate technology

- Create a priority list and timeline for future improvements with regional partners during the fare collection system's one-year warranty phase.
- Complete construction of the permanent charging infrastructure at the West Transit Facility.

Infrastructure Improvements

- Begin preliminary planning for a 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 and monitoring at highly utilized bus stops.

Table 2.4 T2050 Bus and Dial-a-Ride

Planned for FY 2028–2031

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

- Finalize the Bus Network Redesign to identify frequency changes on Phoenix bus routes that can better serve transit riders.

New buses and Dial-a-Ride vehicles

- Order buses: 40 (FY 2028), 60 (FY 2029), 40 (FY 2030) and 40 (FY 2031).
- Order 3 neighborhood circulator buses each fiscal year.
- Order 25 Dial-a-Ride vehicles each fiscal year.
- Order 20 BRT buses by FY 2031.
- Order 50 RAPID buses by FY 2031.

Extend and add bus service to underserved major streets

- Finalize the Bus Network Redesign to identify service changes on Phoenix bus routes that can better serve transit riders.
- Evaluate the performance of the low- and zero-emission fleets and fueling infrastructure technologies for the West Transit Facility.

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 fiscal year.

Incorporate technology

- 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.
- Expand and improve closed-circuit television technology at transit facilities.
- Increase cleaning frequency and monitoring at highly utilized bus stops.

3.0

High Capacity Transit

HIGH CAPACITY TRANSIT CUMULATIVE PROGRESS JAN. 1, 2016–JUNE 30, 2026

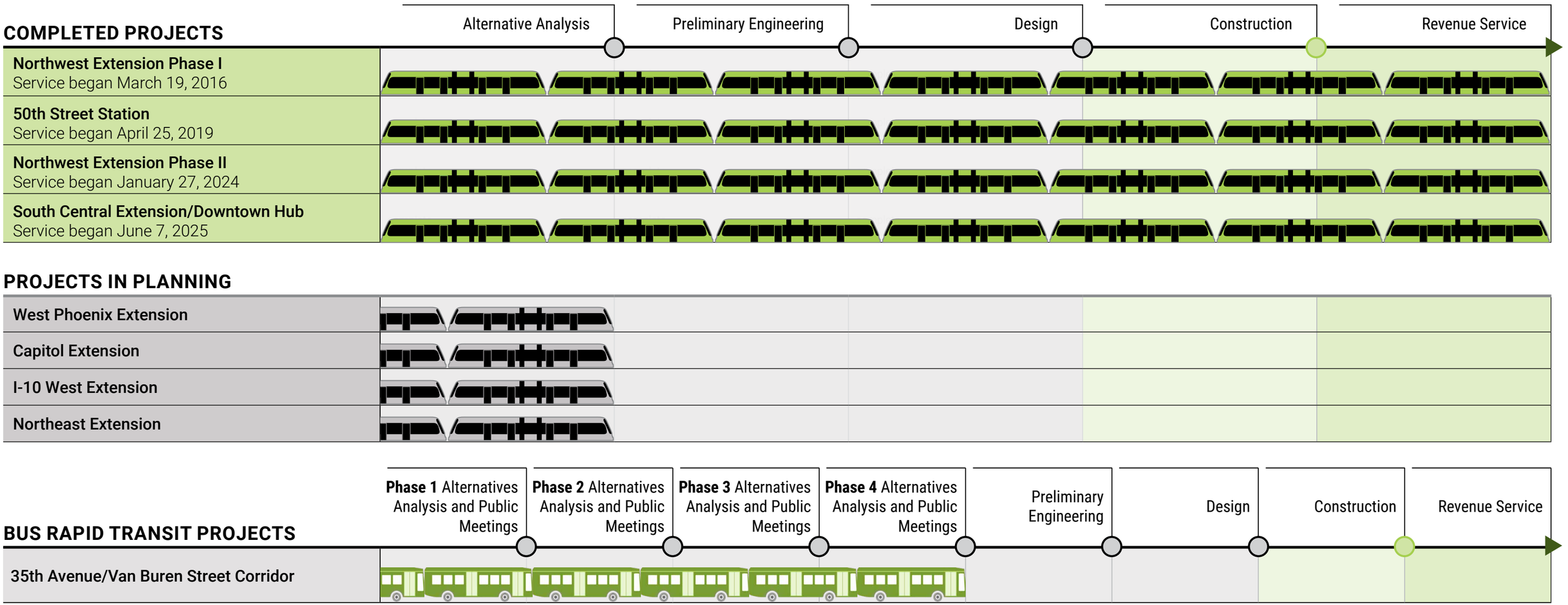
10.3
MILES OF NEW LIGHT RAIL IN PHOENIX

15
NEW STATIONS

GRANTS RECEIVED

$906M	$709M	$102.5M	$81.6M	$5.53M	$7.2M	$500K
Total Grants Received	Capital Investment Grants	Congestion Mitigation and Air Quality Grants	The American Rescue Plan Act Grants	Surface Transportation Block Grant	Transit-Oriented Development Grants	Small Business Financial Assistance Pilot Program Grant

HIGH CAPACITY TRANSIT PROJECTS PROGRESS





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 South Central Extension/Downtown Hub has earned 13 awards, including the 2025 American Council of Engineering Companies National Grand Engineering Excellence Grand Award and 2026 Arizona Forward Environmental Excellence Awards: Resilient Communities and Governor's Award.

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 $147.4 million in FY 2026 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

1 NORTHWEST EXTENSION PHASE I (NWEI)

3.2 Miles / 1 Park-and-Ride / 3 Stations

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

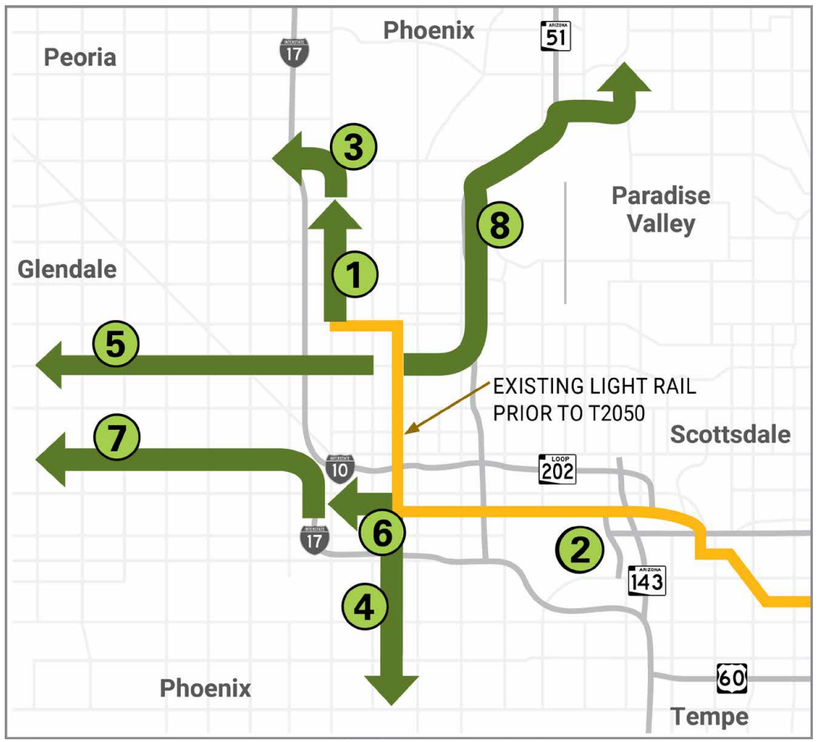
Service began January 27, 2024.

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.

Figure 3.1 Light Rail Service Map



5 WEST PHOENIX EXTENSION (WPE)

The West Phoenix Light Rail Extension will bring high-capacity transit to the Maryvale area of west Phoenix. In January 2026, the Phoenix City Council voted to re-evaluate high-capacity transit alternatives in west Phoenix and advance planning for the West Phoenix Extension. Next steps include refining the Locally Preferred Alternative (LPA) to confirm the preferred connection to the existing system and continuing community and business outreach to gather input and guide project development.

6 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. In January 2026, the Phoenix City Council voted to re-evaluate high-capacity transit alternatives in west Phoenix. This project will move to later in the T2050 program.

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. In January 2026, the Phoenix City Council voted to re-evaluate high-capacity transit alternatives in west Phoenix. This project will move to later in the T2050 program.

8 NORTHEAST EXTENSION

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

Table 3.1 T2050 Light Rail in Phoenix

Completed FY 2026 (July 1, 2025–June 30, 2026)

Increase light rail in Phoenix

Northwest Extension Phase II

- Finalized transit-oriented development (TOD) land use and the multimodal active transportation plan.

South Central Extension/Downtown Hub

- Continued the implementation of the South Central Community Policy Plan.

Capitol Extension

- Deferred Capitol Extension to later in the T2050 program.
- Finalized TOD land use planning and equitable housing project.

I-10 West Extension

- Deferred I-10 West Extension to later in the T2050 program.
- Finalized TOD land use planning and equitable housing project.

West Phoenix Extension

- Reprioritized West Phoenix Extension to earlier in the T2050 program.
- Continue to coordinate with proposed capital projects along the identified corridor.

Phoenix Main Line

- Awarded contract for consultant services to implement the Reinvent Phoenix and 19 North TOD policy plans in February 2026.

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. The third and fourth phases of community outreach occurred in spring 2025 and fall 2025, respectively, to educate and engage the public on the BRT program. Outreach was targeted to surrounding communities, residents and business owners along the 35th Avenue (third phase) and Van Buren Street (fourth phase) corridor. These phases 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 focuses on preliminary design. As a result of both efforts, center-running was the preferred BRT lane option and preliminary design is underway.

35TH AVENUE/VAN BUREN STREET CORRIDOR

13.6
Planned Corridor Miles

16
Proposed Stations

44
Signalized Intersections

4
Phoenix Council Districts (1, 4, 5, 7)

2
Transit Centers

COMMUNITY INVOLVEMENT

Engaged with
14,000+
COMMUNITY MEMBERS through public meetings, events, surveys, canvassing and websites

Received
2,129
PUBLIC RESPONSES to BRT surveys

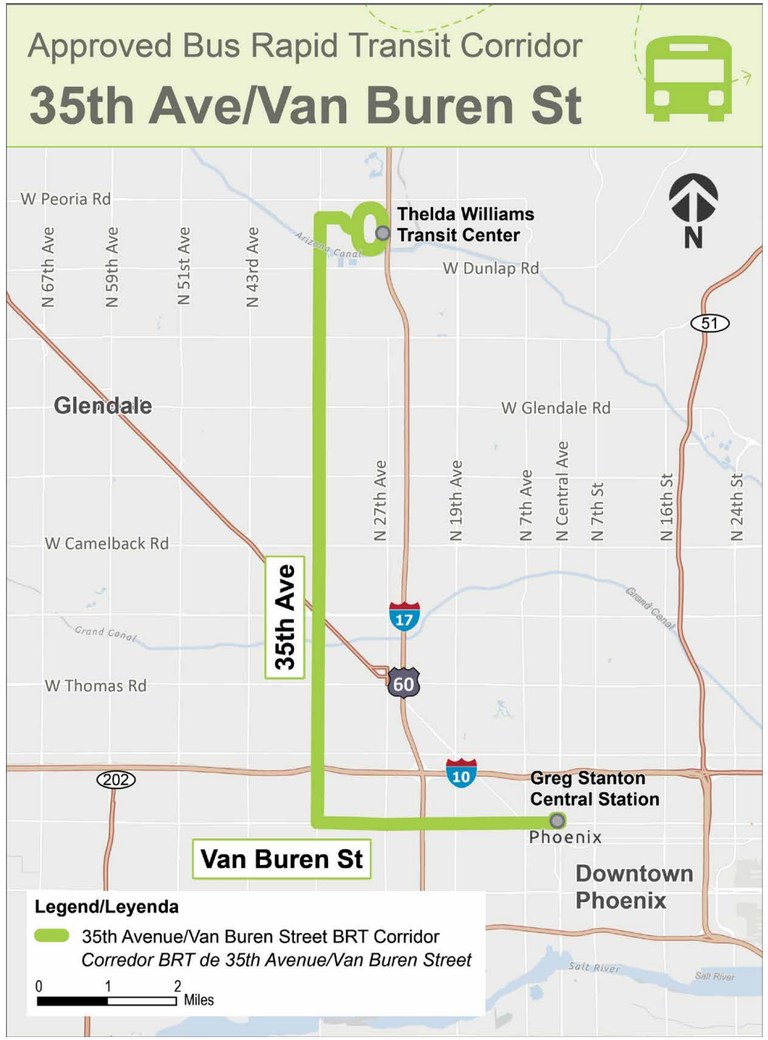
Connected with
8,000
NEW USERS on *MeetPhoenixBRT.com*

Table 3.2 T2050 BRT

Completed FY 2026 (July 1, 2025–June 30, 2026)

Increase Bus Rapid Transit

From October to November 2025, the BRT team launched their community outreach phase on Van Buren Street. This included one community workshop, one business-focused workshop, five pop-up events and one supporting meeting. They also launched an online meeting tool and survey on *MeetPhoenixBRT.com* for those who could not attend in person. Following this phase of community outreach, center-running was the preferred BRT lane option.



The *Meet Phoenix BRT* website provides information about the program, including answers to frequently asked questions.

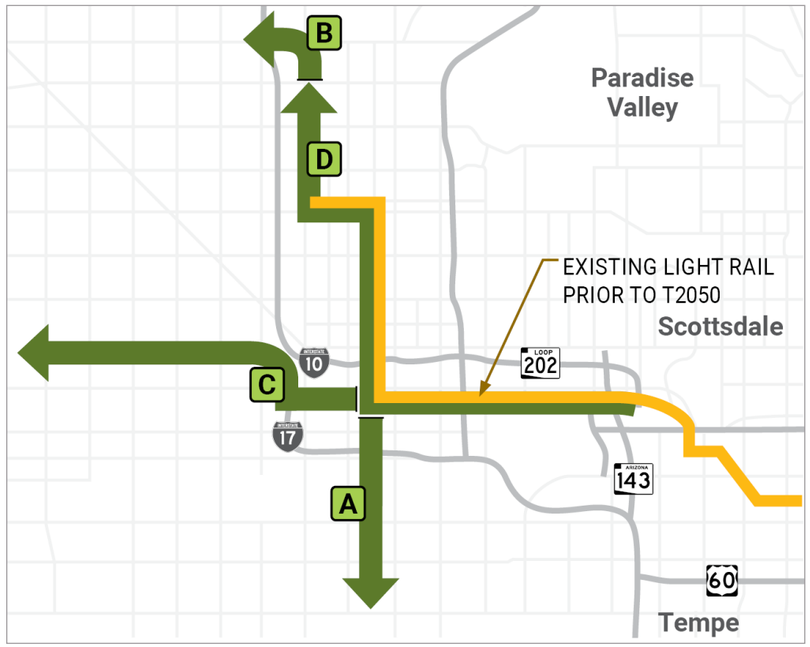


The BRT team connects with community members about the future 35th Avenue and Van Buren Street corridor at the Grand Avenue Festival.

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.

Figure 3.2 TOD Grant-Funded Projects Map



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:

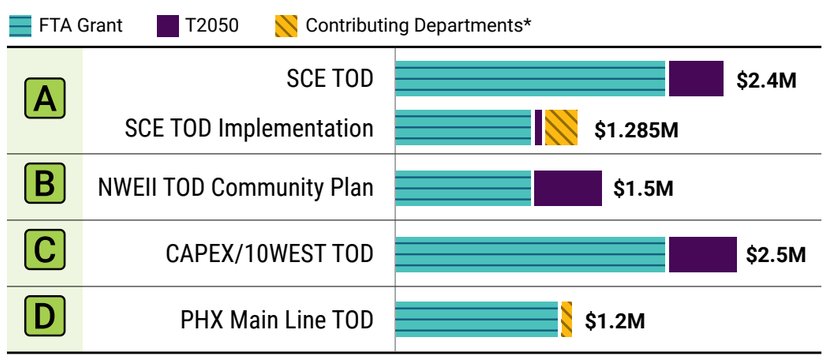
A **South Central Extension/Downtown Hub—**The project will implement the recently adopted South Central TOD Community Plan's shared community vision for environmentally equitable, compact and connected communities and help make significant progress towards more equitable land use, transportation and infrastructure investments.

B **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 **Capitol/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—**The 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.

Figure 3.3 TOD Grant-Funded Projects



* 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 2027

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 efforts for the implementation of the South Central Extension/Downtown Hub TOD Community Plan.

Capitol Extension

- Complete the development of the Capitol Extension TOD land use plan and equitable housing strategy.

I-10 West Extension

- Complete the development of the I-10 West Extension TOD land use plan and equitable housing strategy.

West Phoenix Extension

- Refine the LPA to confirm the preferred connection to the existing system.
- Continue community and business outreach to gather input and guide project development.
- Develop business assistance and workforce development programs.
- 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

- Finalize preliminary design and begin final design efforts for the BRT corridor of 35th Avenue/Van Buren Street.

Table 3.4 T2050 HCT

Planned for FY 2028–2031

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.

I-10 West Extension

- Implement the TOD land use plan and equitable housing strategy for the alignment.

West Phoenix Extension

- Complete preliminary engineering, including station locations and park-and-ride locations.
- Select a final design contractor and advance to final design.
- Select a construction contractor and begin utility relocation and rail construction.
- Continue to coordinate with proposed capital projects along the identified corridor.
- Implement business assistance and workforce development programs.
- Continue business and community outreach.

Phoenix Main Line

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

Implement initial bus rapid transit corridor

- Design and construction of 35th Avenue/Van Buren Street BRT corridor.



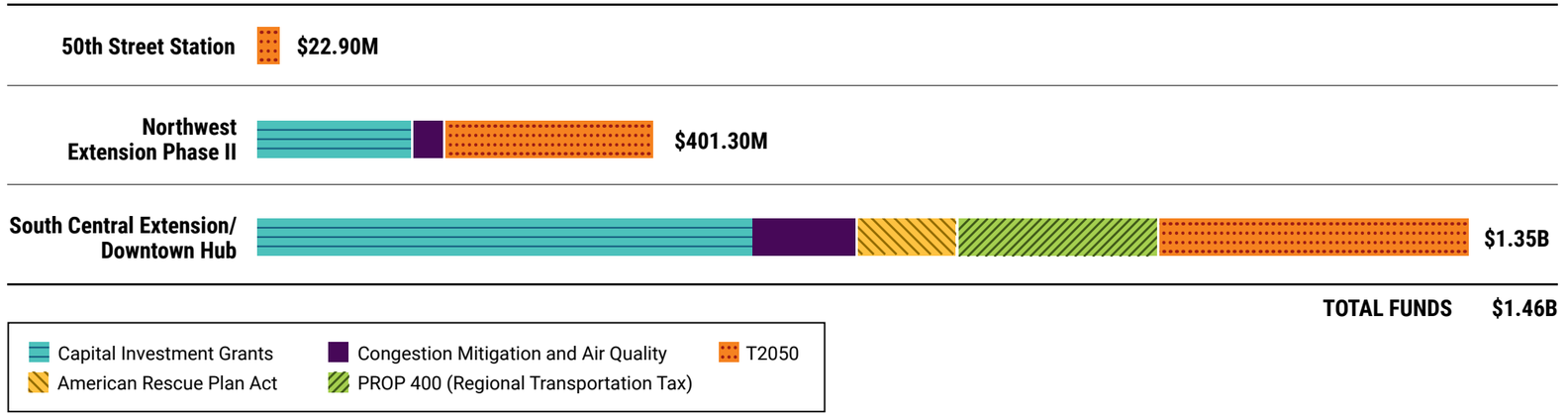
Nearly 22,000 riders boarded the light rail in Downtown Phoenix during the NCAA Women's Final Four weekend in April 2026.

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 was a half-cent sales tax in Maricopa County for transportation that ended on Dec. 31, 2025.

Figure 3.4 Light Rail Transit Funds Distribution





Public art shaped by the community is showcased on a wrapped light rail train.

4.0

Street Maintenance and Improvements

STREET MAINTENANCE AND IMPROVEMENTS CUMULATIVE PROGRESS JAN. 1, 2016–JUNE 30, 2026

Street Type	Miles of new asphalt pavement	Miles of other pavement treatments
Arterial/Major Collectors	351	1,369
Minor Collectors/ Local	850	4,521

114 MILES OF NEW SIDEWALKS

$138.9 MILLION IN ADDITIONAL **GRANTS RECEIVED** FROM FEDERAL, STATE AND REGIONAL SOURCES

IMPROVED/INSTALLED

34,507

ADA RAMPS

INSTALLED

353.3

MILES OF NEW BICYCLE LANES

TOTAL INSTALLED

115 HAWKS (HIGH-INTENSITY ACTIVATED CROSSWALK SIGNALS)

PAINTED SIGNAL POLES AT

830 INTERSECTIONS

INSTALLED

491 LEFT-TURN ARROWS

INSTALLED

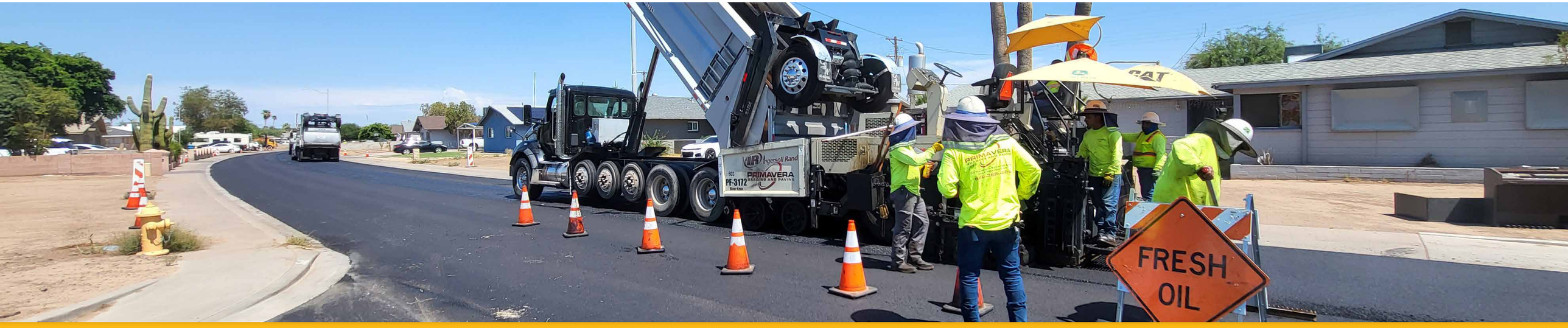
7,640 NEW STREETLIGHTS

REPLACED

3,793 ILLUMINATED STREET SIGNS

INSTALLED

109 MILES OF FIBER OPTIC CABLE



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.

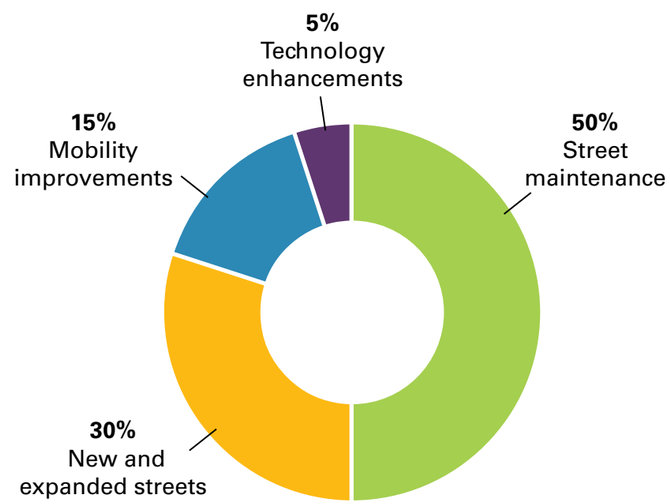
The Street Transportation Department also conducts plan reviews for private development projects, construction inspections, materials testing and implementation of technology enhancements such as Geographic Information Systems (GIS). Visit the *City of Phoenix Street Transportation Department web page*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

Funding and Budget

The Phoenix Street Transportation Department receives funding from a variety of sources, including 13.8% of the 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 in the Street Transportation Department.

In FY 2026, Phoenix budgeted approximately $45.6 million in T2050 funding for street construction and maintenance projects. The T2050 plan includes nearly $231.3 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 the Street Transportation Department



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.

To supplement T2050 funding for mobility improvements, the Equity-Based Transportation Mobility Program was 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 $12.4 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. The GO Bond Program provides nearly $16.8 million over five years to implement safety improvement projects, which supplements $2 million of T2050 funding, $3 million from the General Fund and $5 million from the Arizona Highway User Revenue Fund. 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.



The Pavement Maintenance Supplement Project has $21.8 million of total funding, planned to be utilized in FY 2025–2027 of the GO Bond Program.

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 $139 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 2026, the city developed seven grant applications leveraging T2050 efforts and was awarded $22.6 million.

Table 4.1 Grants Pursued July 1, 2025–June 30, 2026

Grant	Project	Status	Requested ($Millions)	Awarded ($Millions)
Innovative Finance and Asset Concession Grant Program (IFAC)	IFAC	Not Awarded	$0.99	
Safe Streets and Roads for All (SS4A) Grant Program	Steps Towards Safe Streets: Implementing Proven Solutions and Innovative Approaches	Awarded	$24.2	$22.6
Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)	City of Phoenix Cool Pavement Extended Project	Program on hold		
Better Utilizing Investments to Leverage Development (BUILD)	64th Street Corridor Connection	Not Awarded	$25	
BUILD	Laveen Area Conveyance Channel Multi-Use Path Analysis and Design	Not Awarded	$1.4	
BUILD	64th Street Corridor Connection	Not Awarded	$25	
SS4A Grant Program	27th Avenue Safety Corridor: Campbell Avenue to Northern Avenue	Pending	$24	
Bridge Investment Program	Grand Canal Bridge-Van Buren Street/40th Street Bridge Replacement Project	Pending	$27	
Total Grants Requested/Total Grant Award Amount			**$160.56**	**$22.6**

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 74,000 curb ramps, 3,000 transit stops, 2,250 pedestrian push buttons, 200 accessible parking spaces and 2,400 sidewalk miles. 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 2026, the T2050 program financed a substantial amount of pavement maintenance and replacement across the city. A total of 15 miles of new asphalt pavement were placed on major city streets, totaling 351 miles since the program began. Another 68.8 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 1,369 miles.

Local (residential) streets saw 73.4 miles of new paving in FY 2026, for a total of 850 miles from the start of the program. Local streets also saw significant crack and fog sealing, with 403.9 miles included, totaling 4,521 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) works to connect, improve and expand Phoenix's pedestrian and bicycle network, with the goal of making streets safer and more accessible for people walking, biking and rolling. ATP projects separate non-motorized travel from vehicle traffic, a vital intervention for reducing traffic fatalities and advancing citywide mobility goals. These improvements make streets safer and more comfortable for everyone who uses the street.

Network expansion is driven primarily by two ATP initiatives, the Bike Lane Pavement Program and the Phoenix Connected Active Neighborhoods (PhxCAN) Program, which add new bike lane miles and pedestrian improvements, strengthening the overall network.

The Bike Lane Pavement Program identifies opportunities to add or upgrade bike lanes when streets are already scheduled for repaving. By coordinating closely with the pavement maintenance team, the program incorporates improved striping plans into routine maintenance work. This approach allows the city to efficiently expand the bike network while maximizing the value of planned street improvements.

The Active Transportation Plan, unanimously approved by the Phoenix City Council in April 2023, outlines policies, design guidance and strategies for building the city's active transportation network. Through this plan, PhxCAN was established as a community-focused initiative designed to accelerate network delivery, creating opportunities for the city to proactively improve and expand active transportation infrastructure.

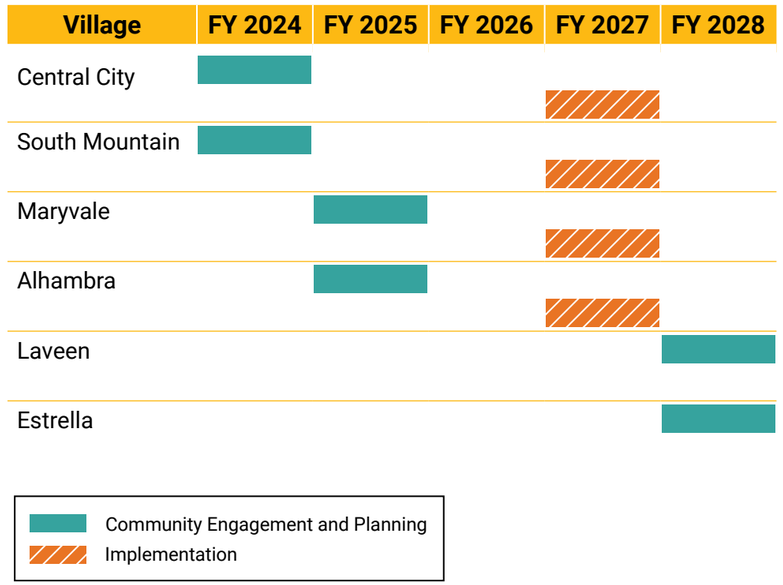
PhxCAN was launched in fall 2023. In the first year, the program conducted outreach in the South Mountain and Central City villages. The next phase of the program launched in fall 2024 in the Maryvale and Alhambra villages. The ATP anticipates sharing recommended projects from both villages in FY 2027 and moving toward implementation as internal planning and coordination allow.

In FY 2026, the ATP advanced the city's bike network with 25.5 new bike lane miles:

- 11.2 miles of standard lanes
- 12.7 miles of buffered lanes
- 1.6 miles of protected lanes

Although this fell short of the annual T2050 target of 30.9 new bike lane miles, the program continues to make meaningful progress toward long-term network expansion while delivering safety and comfort improvements across existing facilities. In addition, 15.8 miles of existing bike lanes were upgraded with buffers, enhancing visibility and separation for people biking.

Figure 4.2 PhxCAN Village Timeline



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

The Street Transportation Department plans to complete approximately $7.6 million in projects in mobility areas by 2031, including installing additional HAWKS, constructing sidewalks and ADA ramps, installing intersection lighting and constructing ADA trail access.



In FY 2026, the Street Transportation Department added this HAWK at 7th Street and Vogel Avenue, which is part of Mobility Area 12.

Cool Pavement Program

In October 2020, the Street Transportation Department began applying cool pavement coating to selected streets. The pilot program studied the effectiveness and durability of the material and the ability of the coating to extend the life of the existing pavement. Since then, more than 200 miles of cool pavement coating has been applied citywide. Cool pavement reflects a higher portion of the sunlight that hits it, hence absorbing less heat. Because of this higher reflection, the coating has the potential to offset rising nighttime temperatures in the region. For more information, visit *the Cool Pavement webpage*.

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 2026 (July 1, 2025–June 30, 2026)

Street projects

- Five major street projects in planning.
- Nine major street projects in design.
- 16 major street projects in construction.

Street pavement and overlays

- 15.1 miles of new asphalt pavement on major streets.
- 68.8 miles of other pavement treatments, such as crack and fog sealing, on major streets.
- 73.4 miles of local street paving.
- 403.9 miles of other pavement treatments on local streets.

Bicycle lanes

- Installed 11.2 miles of standard lanes.
- Installed 12.7 miles of buffered lanes.
- Installed 1.6 miles of protected lanes.
- Upgraded 15.8 miles of existing bike lanes with buffers.

Streetlights

- Installed 322 new streetlights.

Sidewalks

- Constructed 8.4 miles of new sidewalks.

Mobility and accessibility

- Installed 2,652 ADA ramps.

Intersection technology enhancements

- Replaced 99 street signs at major intersections with illuminated signs.
- Repainted all signal poles at 58 major intersections to extend their life cycles.
- Installed 84 new left-turn arrows at warranted intersections.
- Installed six pedestrian HAWKs.
- Installed 51 miles 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 2027

Street projects

- Conduct five major street project assessments.
- Design four major street projects.
- Continue construction on 19 major street projects.

Street pavement and overlays

- Pave 20 miles on major streets.
- Pave 83 miles on local streets.

Bicycle lanes

- Install 25 lane miles of bike lanes and low-stress bikeways.

Streetlights

- Install 150 new streetlights.

Sidewalks

- Construct 5.0 miles of new sidewalks.

Mobility and accessibility

- Install 1,770 ADA ramps.

Intersection technology enhancements

- Replace 120 street signs at major intersections with illuminated signs.
- Repaint all signal poles at 60 major intersections to extend their life cycles.
- Install 95 new left-turn arrows at warranted intersections.
- Install eight pedestrian HAWKs.
- Install 27 miles of fiber optic cable.

Table 4.4 T2050 Street Maintenance and Improvements

Planned for FY 2028–2031

Street projects

- Conduct 11 major street project assessments.
- Design 15 major street projects.
- Continue construction on 33 major street projects.

Street pavement and overlays

- Pave 76 miles on major streets.
- Pave 224 miles on local streets.

Bicycle lanes

- Install 123.6 lane miles of bike lanes and low-stress bikeways.

Streetlights

- Install 360 new streetlights.

Sidewalks

- Construct 25 miles of new sidewalks.

Mobility and accessibility

- Install 7,080 ADA ramps.

Intersection technology enhancements

- Replace 400 street signs at major intersections with illuminated signs.
- Repaint all signal poles at 220 major intersections to extend their life cycles.
- Install 350 new left-turn arrows at warranted intersections.
- Install 20 pedestrian HAWKs.
- Install 55 miles of fiber optic cable.

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:

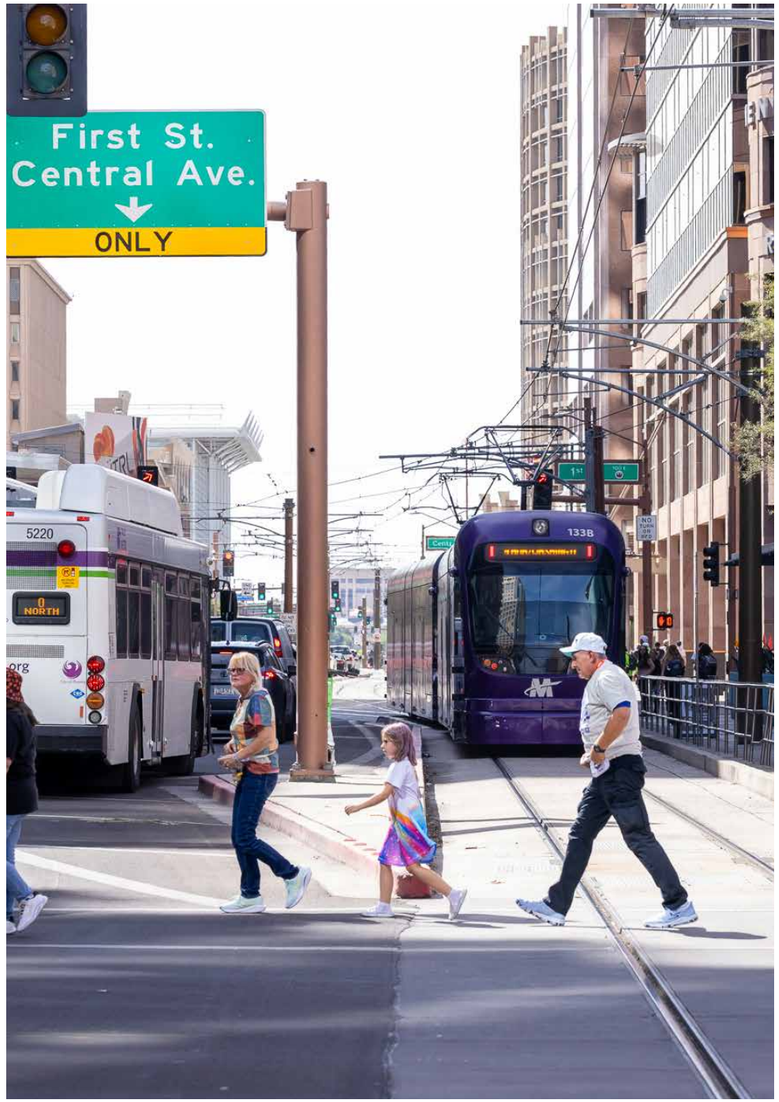
- The implementation of projects and new services is projected to occur over the course of the 35-year plan as funding allows and service demand dictates.
- Capital and operating costs are estimated to grow at average inflation rates of 3% to 4% annually over the life of the plan. These inflation rates 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 479 Maricopa County Transportation Excise Tax. The residential rental tax was removed on Jan. 1, 2025, reducing T2050 sales tax revenue.
- The Proposition 400 regional tax was 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 Capital Improvement Grants (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

Table A.1 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	436,784,848	268,339,000	376,513,642	42,959,000	60,271,206
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**	**$3,161,718,664**	**$14,377,615,000**	**$2,725,896,016**	**$2,301,753,000**	**$435,822,648**

FY 2026 Financial Overview

The FY 2026 Financial Overview table summarizes the budgeted and actual revenues and expenditures during FY 2026.

Table A.2 FY 2026 Financial Overview (July 1, 2025 - June 30, 2026)

Source of Funds - Revenue	Budget	Actuals	Amount Over/(Under Budget)	Percent Over/Under Budget	Footnotes
Dedicated Sales Tax - T2050	$439,091,042	$436,784,848	$(2,306,194)	-0.5%	
Local Transportation Assistance	4,050,000	4,067,212	17,212	0.4%	
Bus Fare Revenue	22,454,300	21,418,358	(1,035,942)	-4.6%	
Dial-a-Ride Fare Revenue	962,426	835,288	(127,138)	-13.2%	
Rail Fare Revenue	3,153,374	3,751,062	597,688	19.0%	2
Advertising - Bus & Rail	2,282,716	3,777,334	1,494,618	65.5%	3
Federal Transit Funds	118,121,444	71,657,968	(46,463,476)	-39.3%	4
Regional Transportation Tax	15,065,700	7,314,874	(7,750,826)	-51.4%	5
Debt Proceeds				0.0%	
Other Revenue	26,949,529	28,119,338	1,169,809	4.3%	
Fund Balance	$181,124,547	$(98,167,129)	$(279,291,675)	-154.2%	6
Total Revenues	**$813,255,078**	**$479,559,153**	**$(333,695,924)**	**-41.0%**	

	Use of Funds	Budget	Actuals	Amount Over/(Under Budget)	Percent Over/Under Budget	Footnotes
Transit Operations	Local Fixed-Route Bus	$168,954,468	$156,123,002	$(12,831,466)	-7.6%	7
	RAPID Commuter Bus	4,469,594	4,130,145	(339,449)	-7.6%	8
	Neighborhood Circulator	4,755,851	4,394,661	(361,189)	-7.6%	9
	BRT				0.0%	
	Dial-a-Ride Operations	26,929,613	26,047,785	(881,828)	-3.3%	
	Light Rail Operations	81,376,636	81,738,485	361,849	0.4%	
	Security	16,564,346	14,978,741	(1,585,605)	-9.6%	10
	Administration & Support	62,671,754	60,622,649	(2,049,105)	-3.3%	
	Total Transit Operations	**$365,722,262**	**$348,035,469**	**$(17,686,793)**	**-4.8%**	
Debt Service		**$27,646,889**	**$25,819,005**	**$(1,827,884)**	**-6.6%**	11
Capital Projects	Bus and Dial-a-Ride Vehicles	81,024,613	37,680,600	(43,344,013)	-53.5%	12
	Bus Passenger Facilities	4,182,440	706,256	(3,476,184)	-83.1%	13
	Bus O & M Facilities	26,591,698	8,598,168	(17,993,530)	-67.7%	14
	Bus and Dial-a-Ride Technology	13,552,500	675,387	(12,877,113)	-95.0%	15
	Other Bus Capital	9,771,504	937,058	(8,834,446)	-90.4%	16
	South Central LRT	77,539,000	6,064,851	(71,474,149)	-92.2%	17
	Northwest Phase II LRT	27,723,500	5,203,113	(22,520,387)	-81.2%	18
	Capitol/I-10 West Phase 1 LRT	74,302,000	90,728	(74,211,272)	-99.9%	19
	LRT Other	1,750,000	29,413	(1,720,588)	-98.3%	20
	BRT	57,800,000	304,974	(57,495,026)	-99.5%	21
	Streets - Major Maintenance	27,126,923	26,757,259	(369,664)	-1.4%	
	Streets - Major Transportation Projects	340,201	319,929	(20,271)	-6.0%	22
	Streets - Mobility Projects	11,946,135	11,392,117	(554,018)	-4.6%	
	Streets - Other	1,188,728	1,187,875	(853)	-0.1%	
	Streets - Technology	5,046,685	5,756,951	710,266	14.1%	23
	Total Capital Projects	**$419,885,927**	**$105,704,679**	**$(314,181,247)**	**-74.8%**	
	Total Expenditures	**$813,255,078**	**$479,559,153**	**$(333,695,924)**	**-41.0%**	

Footnotes detailing the FY 2026 Financial Overview table include:

1. Dial-a-Ride Ticket program was eliminated. Dial-a-Ride revenue is monthly and regional pass revenue in FY 2026.
2. Events are seasonal with two separate contracts for Phoenix Rising and the Mortgage Matchup Arena. The Mortgage Matchup Arena contract expired during FY 2026; Valley Metro Rail is still in negotiations, which caused less revenue.
3. Advertising revenue was higher than estimated.
4. Federal funds expected to be drawn down in future years in alignment with capital project costs.
5. Regional fund revenues were below projections due to reduced reimbursement requests.
6. Use of funds from existing fund balance was not needed due to lower than budgeted expenses, resulting in an increase to the fund balance.
7. Services costs for local fixed-route operations were less than estimated in FY 2026.
8. Services costs for RAPID Commuter operations were less than estimated in FY 2026.
9. Services costs for Neighborhood Circulator operations were less than estimated in FY 2026.
10. Transit Enforcement Unit costs were less than estimated in FY 2026.
11. Streets $25.62M and Public Transit $200K (Badging, Phone Upgrade, Regional Wireless Coop).
12. Fleet manufacturers' production delays.
13. Bus pullouts delayed.
14. Projects delayed in future years.
15. Some technology projects came in under budget.
16. Unused contingency.
17. Less funding was needed from Phoenix due to frontload of funds and federal funding received.
18. Outstanding acquisition cost estimate $20M and other outstanding costs; budget carryover.
19. Project was suspended by Council.
20. Budget was used for small projects along South Central rail line.
21. Longer than expected public/stakeholder involvement process due to state legislation.
22. Budget was underspent due to staff time savings.
23. Budget was exceeded due to an encumbrance for $1.7M to advance technology enhancement for the T2050 Highway Safety Improvement Program Streetlights Citywide project.

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 2027-2031)

Source of Funds - Revenue	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Dedicated Sales Tax-T2050	$434,840,000	$452,535,000	$472,069,000	$492,518,000	$513,372,000
Local Transportation Assistance	4,050,000	4,050,000	4,050,000	4,050,000	4,050,000
Bus Fare Revenue	22,060,909	22,722,736	23,404,418	24,106,551	24,829,747
Dial-a-Ride Fare Revenue	860,347	886,157	912,742	940,124	968,328
Rail Fare Revenue	3,863,593	3,979,501	4,098,886	4,221,853	4,348,508
Federal Transit Funds	134,175,000	74,040,000	201,353,000	135,111,000	168,983,000
Regional Transportation Tax	130,634,000	129,967,000	144,371,000	125,746,000	157,506,000
Bond Proceeds/Commercial Paper					
Other Revenue	24,727,757	25,098,673	25,475,153	25,857,281	26,245,140
Fund Balance	$(19,228,656)	$(129,289,503)	$(59,850,120)	$133,552,015	$1,407,840
Total Revenues	**$735,982,951**	**$583,989,565**	**$815,884,080**	**$946,102,824**	**$901,710,563**

	Use of Funds	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Transit Operations	Local Fixed-Route Bus	$253,221,197	$260,817,833	$268,642,368	$276,701,639	$285,002,688
	RAPID Commuter Bus	5,321,973	5,481,632	5,646,081	5,815,464	5,989,927
	Neighborhood Circulator	5,706,262	5,877,450	6,053,773	6,235,387	6,422,448
	BRT					
	Dial-a-Ride Operations	28,323,686	29,173,397	30,048,598	30,950,056	31,878,558
	Light Rail Operations	91,246,037	93,983,418	96,802,921	99,707,008	102,698,219
	Security	16,778,692	17,282,053	17,800,514	18,334,530	18,884,566
	Administration & Support	5,546,400	5,712,792	5,884,176	6,060,701	6,242,522
	Total Transit Operations	**$406,144,247**	**$418,328,574**	**$430,878,432**	**$443,804,785**	**$457,118,928**
Debt Service		**$29,013,125**	**$2,214,375**	**$2,215,375**	**$2,214,375**	**$2,212,375**
Capital Projects	Bus and Dial-a-Ride Vehicles	$69,451,222	$59,265,592	$189,474,936	$116,428,327	$124,622,423
	Bus Passenger Facilities	1,860,000	1,000,000	1,000,000	1,000,000	1,000,000
	Bus O&M Facilities	11,089,000	12,550,000	102,550,000	2,550,000	2,550,000
	Bus and Dial-a-Ride Technology	7,848,973	2,227,000	1,727,000	2,527,000	1,727,000
	Other Bus Capital	13,731,000	13,582,000	13,582,000	13,582,000	13,582,000
	South Central Light Rail	38,530,145				
	Northwest Phase II Light Rail Extension	20,003,155				
	Capitol Extension Light Rail	1,040,665				
	West Phoenix Light Rail Extension	5,025,000	5,025,000	5,000,000	5,000,000	5,001,500
	Other Light Rail	1,599,956				
	Bus Rapid Transit	34,500,000	33,000,000	37,000,000	326,000,000	261,000,000
	Total Public Transit T2050 Capital Projects	**$204,679,116**	**$126,649,592**	**$350,333,936**	**$467,087,327**	**$409,482,923**
	Streets - Major Maintenance	$26,447,227	$27,390,000	$26,790,000	$26,790,000	26,790,000
	Streets - Major Transportation Projects	18,631,463	2,751,337	2,277,337	2,377,337	2,277,337
	Streets - Mobility Projects	42,457,627	2,353,000	326,000	766,000	766,000
	Streets - Other	691,000	856,000	463,000	463,000	463,000
	Streets - Technology	7,919,146	3,446,687	2,600,000	2,600,000	2,600,000
	Total Streets T2050 Capital Projects	**$96,146,463**	**$36,797,024**	**$32,456,337**	**$32,996,337**	**$32,896,337**
	Total Capital Projects	**$300,825,579**	**$163,446,616**	**$382,790,273**	**$500,083,664**	**$442,379,260**
	Total Expenditures	**$735,982,951**	**$583,989,565**	**$815,884,080**	**$946,102,824**	**$901,710,563**
	Year End Fund Balance: Public Transit	$514,816,219	$638,471,915	$685,652,850	$537,148,688	$517,808,850
	Year End Fund Balance: Streets	$21,033,125	$26,666,931	$39,336,116	$54,288,263	$72,220,262
	Total Fund Balance	**$535,849,343**	**$665,138,846**	**$724,988,966**	**$591,436,951**	**$590,029,111**



PHOENIX TRANSPORTATION 2050

MOVING PHOENIX FORWARD