

PHOENIX TRANSPORTATION 2050

MOVING PHOENIX
FORWARD



FISCAL YEAR 2025

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



A MESSAGE FROM LEADERSHIP



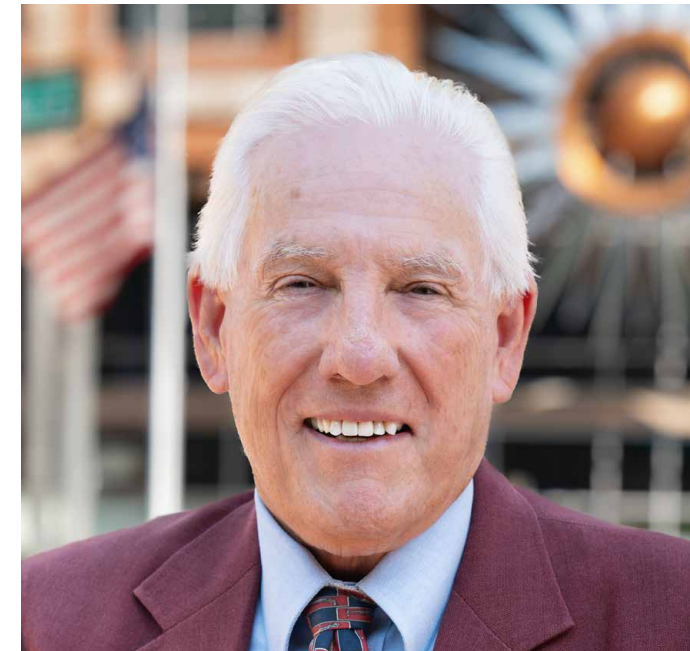
Mayor Kate Gallego

“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.”

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

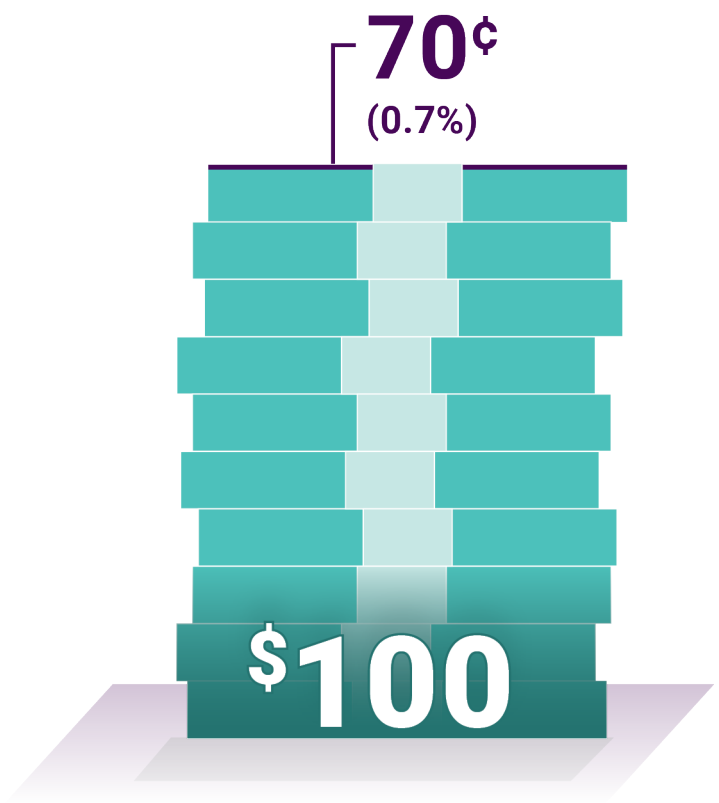
Program Overview





PROGRAM OVERVIEW

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.

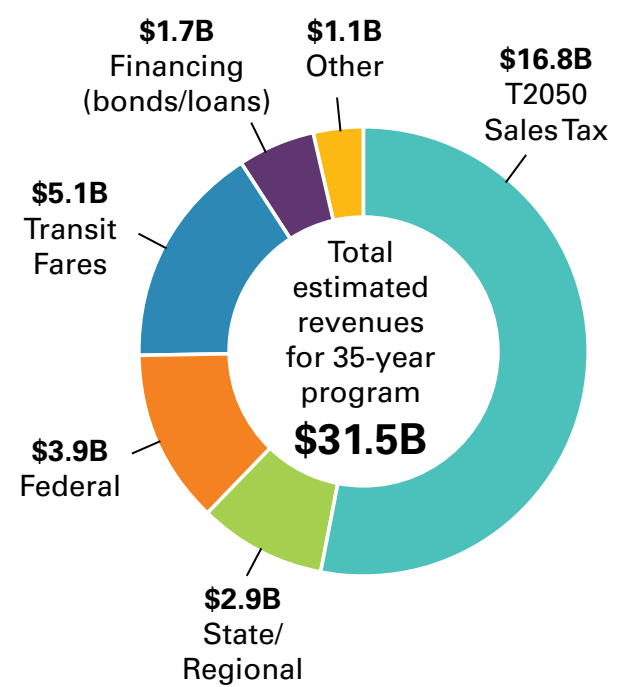
Life Cycle Revenues

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.

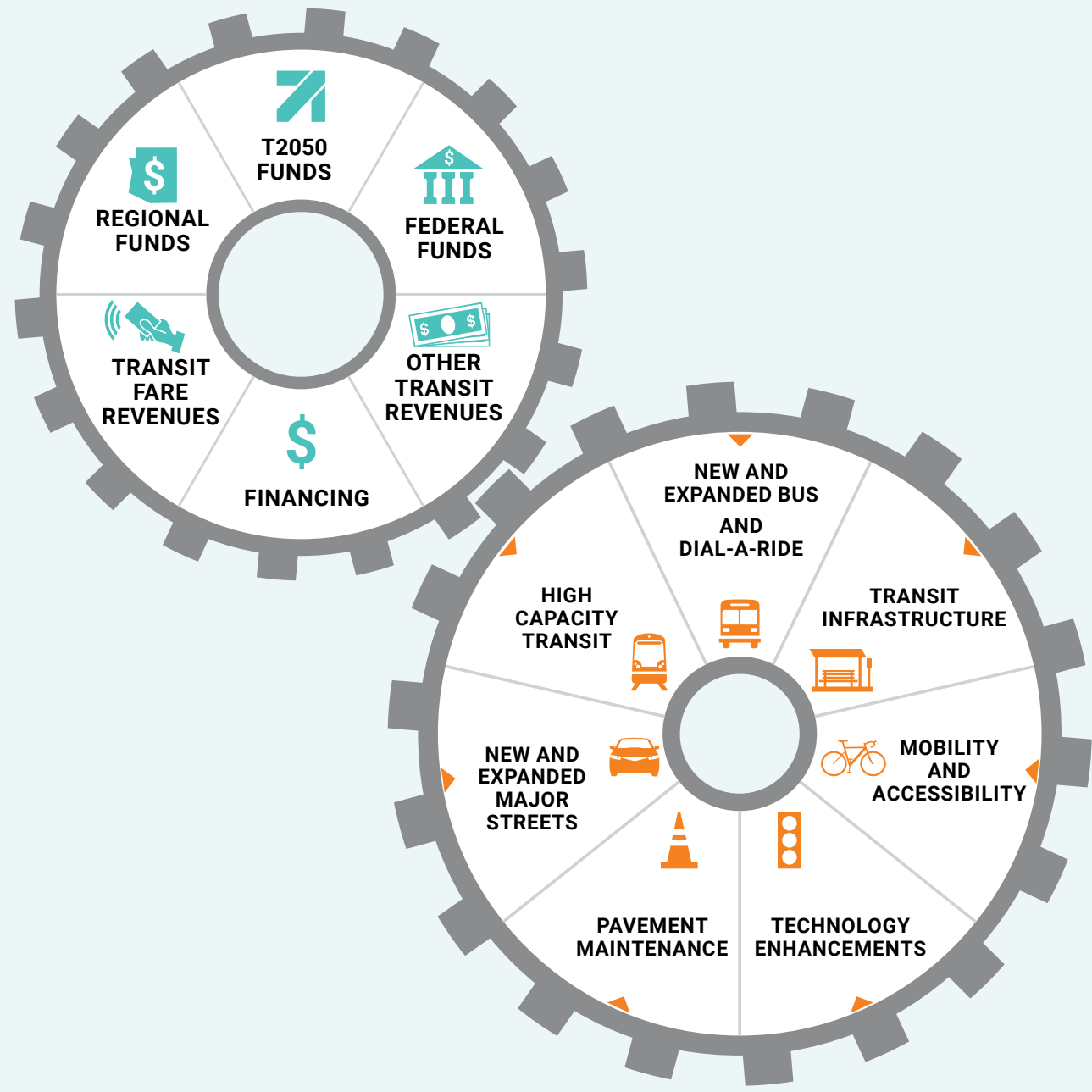
In addition to these funds, Public Transit and Street Transportation departments staff will pursue opportunities to reduce costs through innovation and efficient project delivery methods.

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



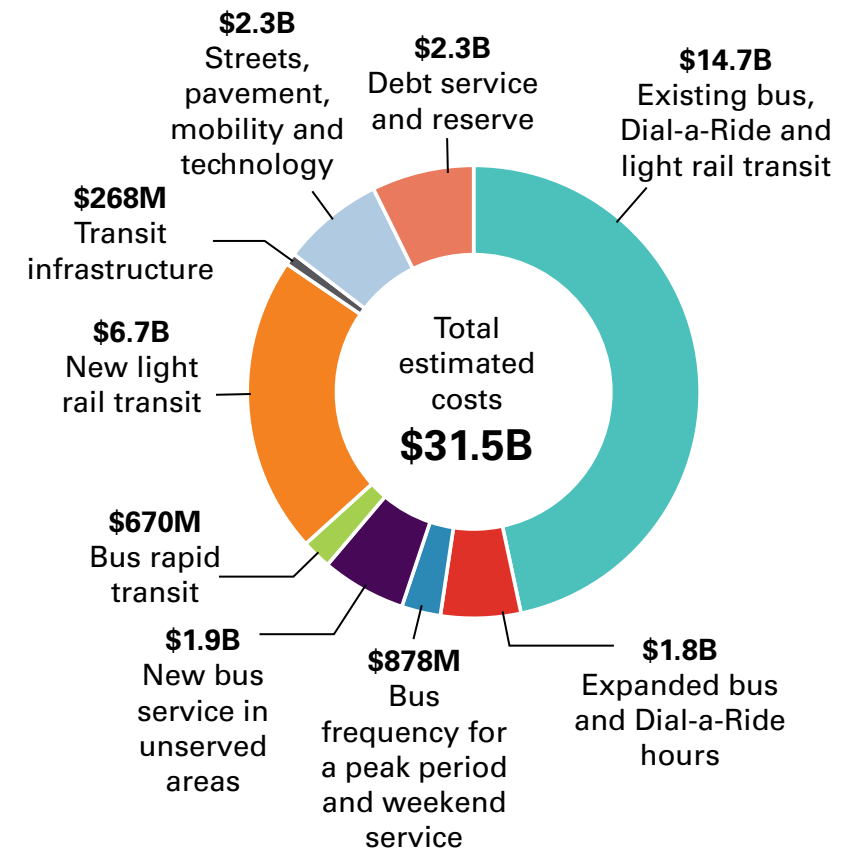
T2050 PROGRAM AREAS

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.

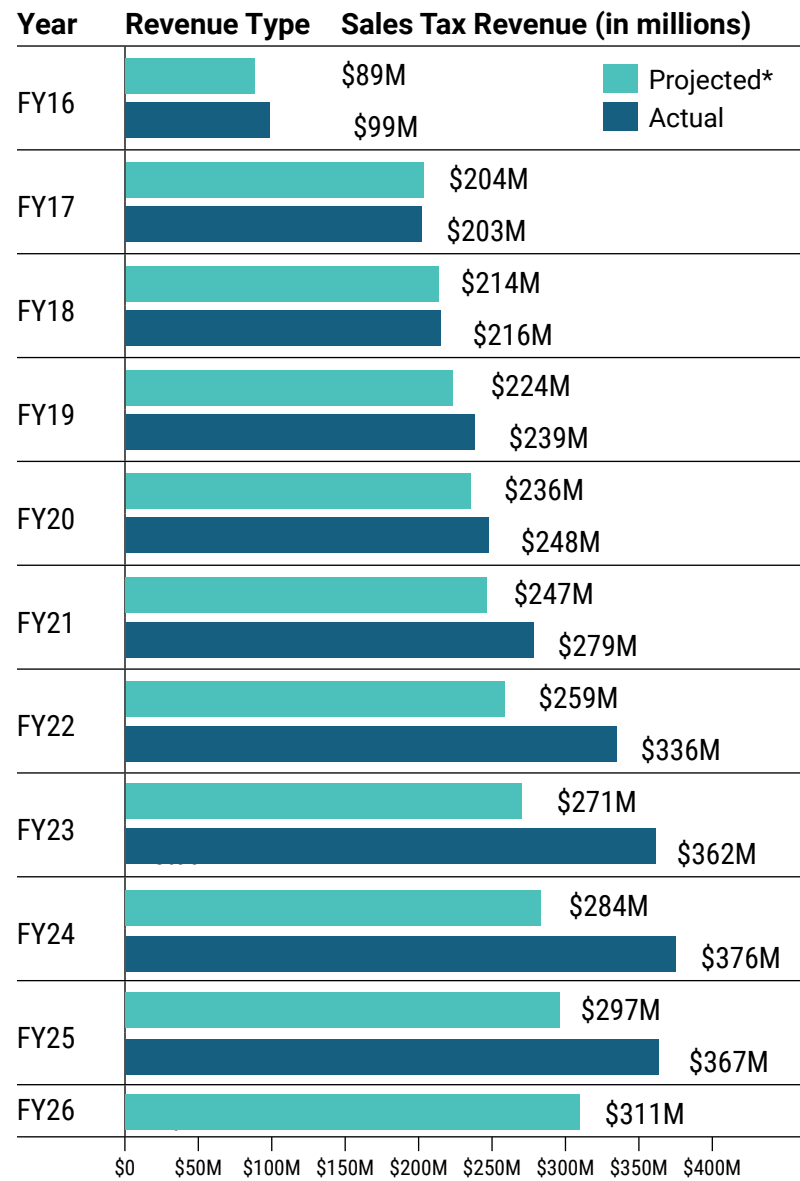
Figure 1.2 Planned Uses of Funds



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.



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

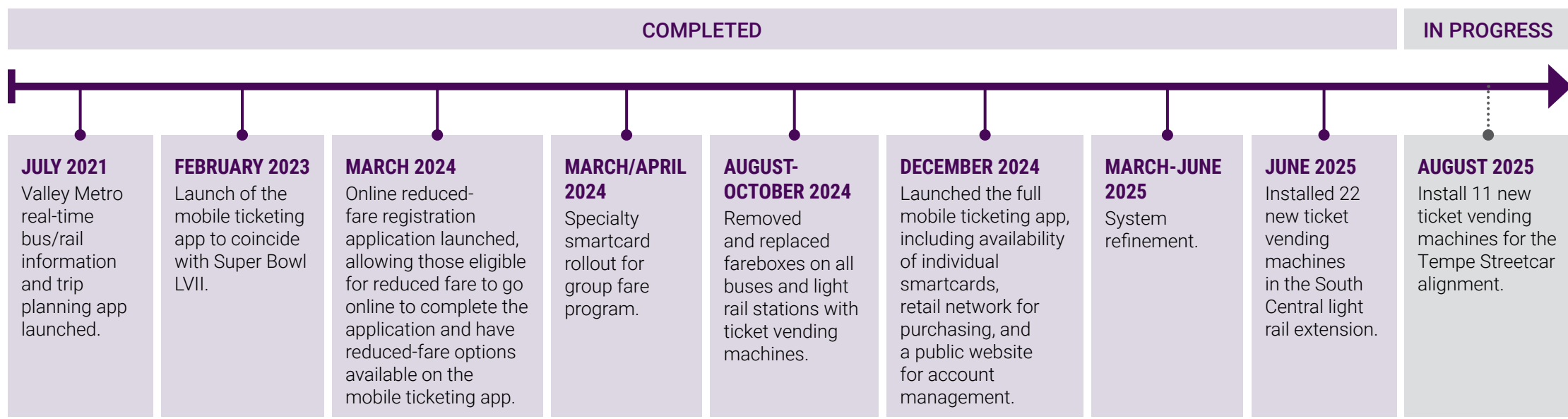
- Launched the full fare collection system modernization project with full mobile ticketing, smartcards for individuals and corporate accounts, a robust retail network for purchasing fare media and to pay cash for loading the app or smartcard.

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



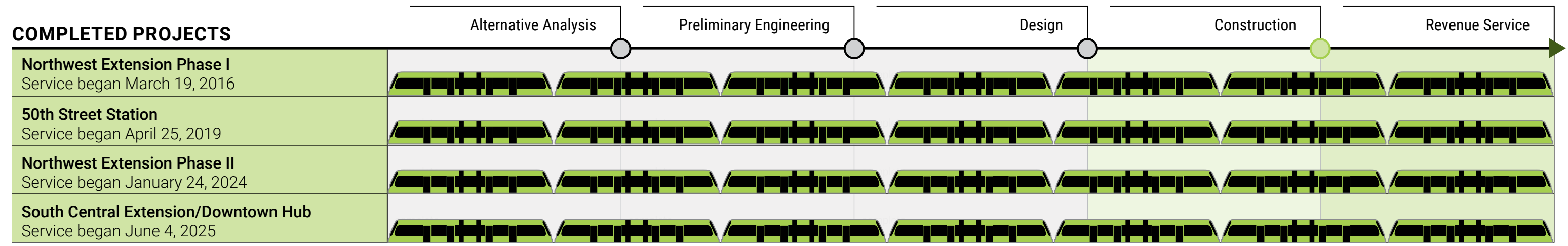


HIGH CAPACITY TRANSIT CUMULATIVE PROGRESS JAN. 1, 2016–JUNE 30, 2025

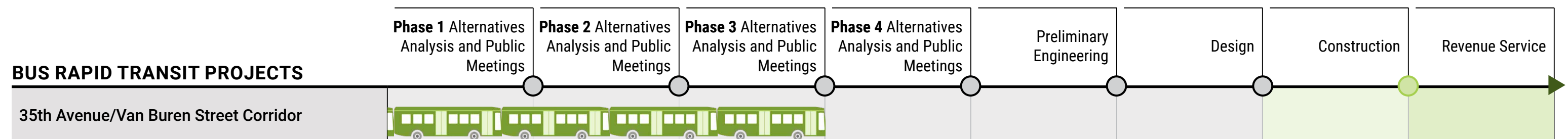
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HIGH CAPACITY TRANSIT PROJECTS PROGRESS




PROJECTS IN PLANNING



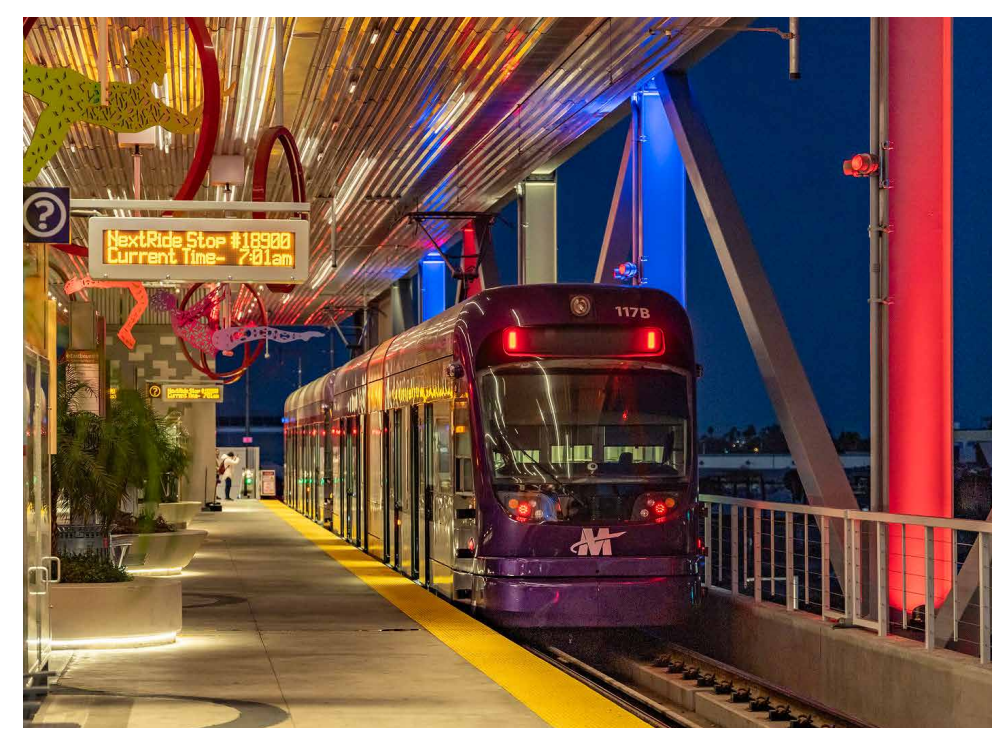


HIGH CAPACITY TRANSIT

 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

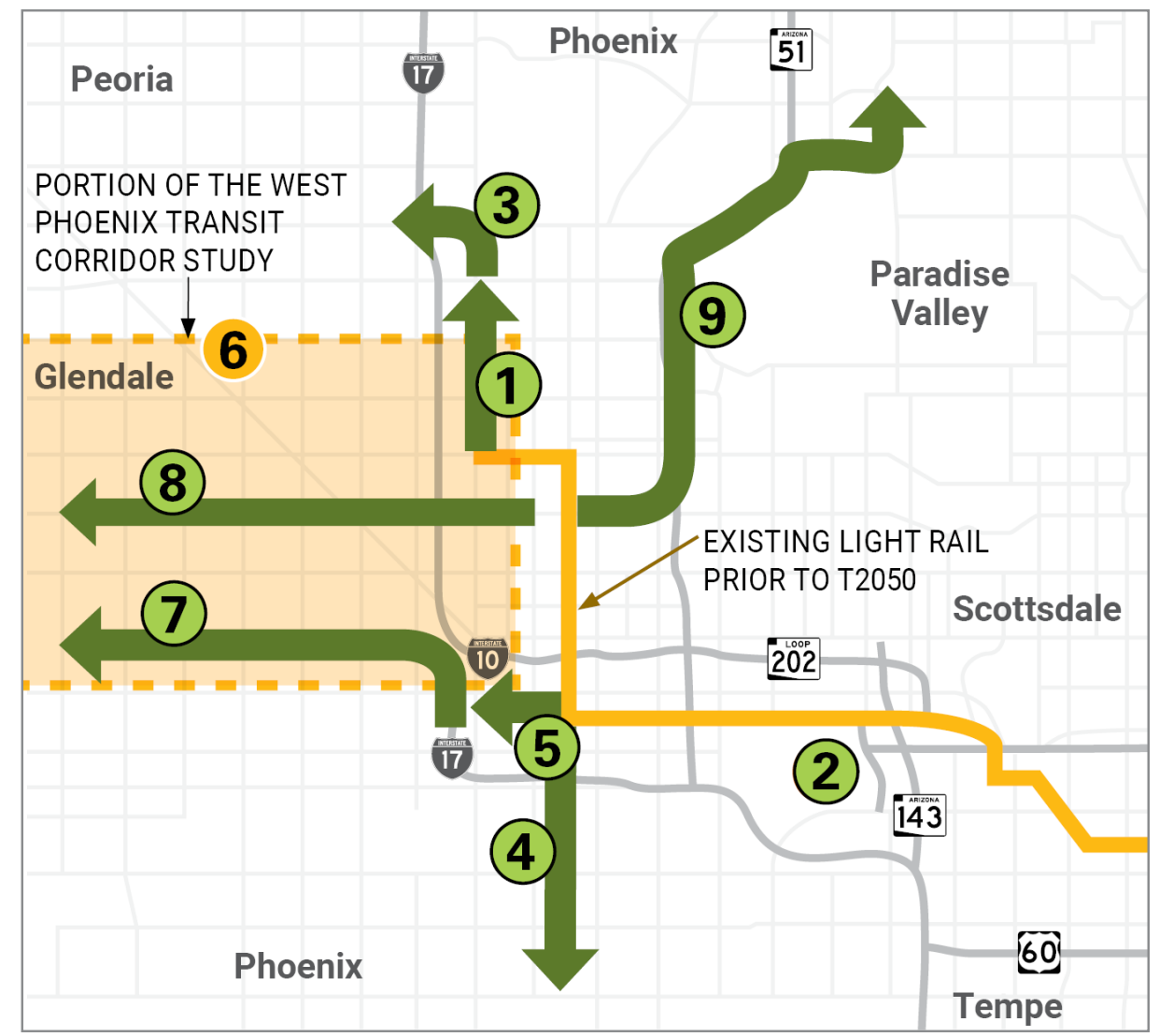
The I-10 West light rail extension will link the greater West Valley to the current light rail network. This distinctive project will feature trains running along the median of I-10, eventually crossing over to the freeway's north side and ending at the Desert Sky Transit Center. Currently in the early 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).



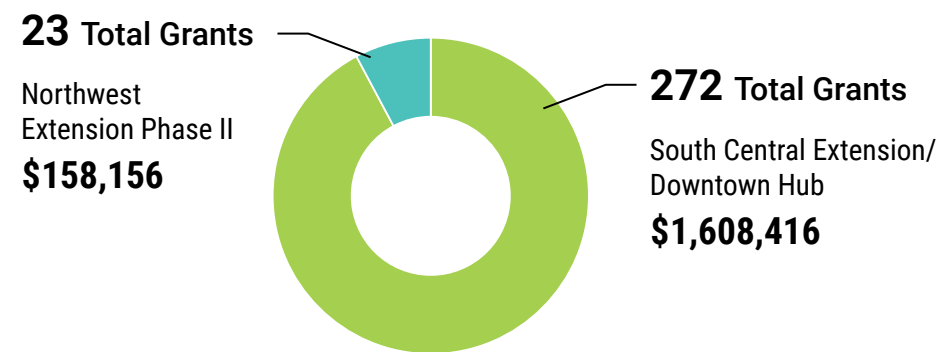
Small Business Financial Assistance Program

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



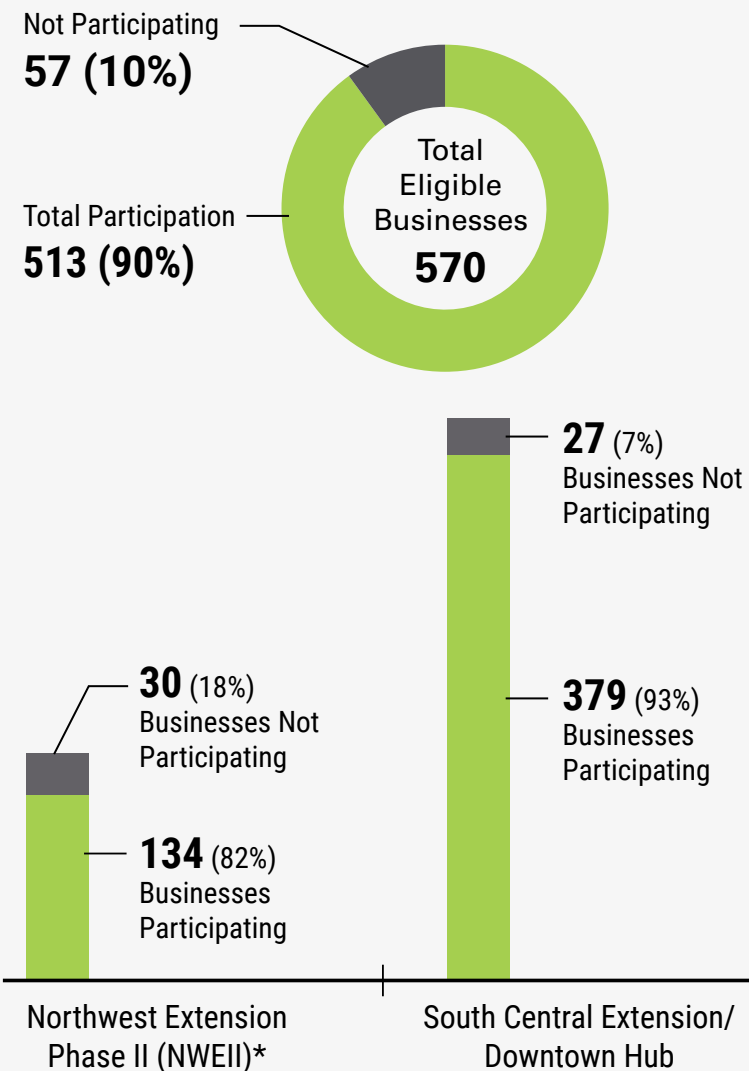
Since its inception in March 2021, the program has distributed more than \$1.77 million to small and micro businesses along the South Central/Downtown Hub and Northwest Extension Phase II corridors.

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.

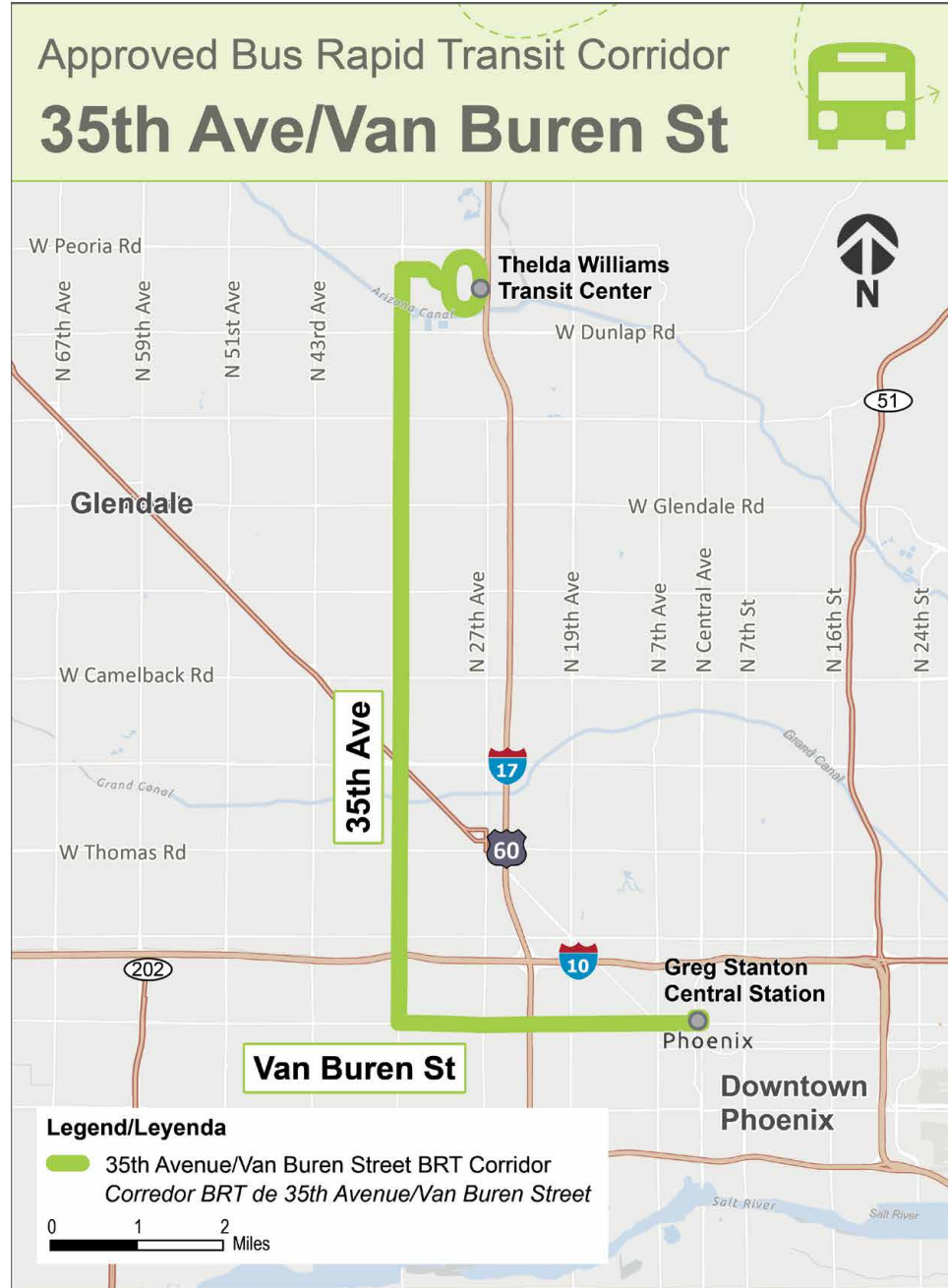
Bus Rapid Transit

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

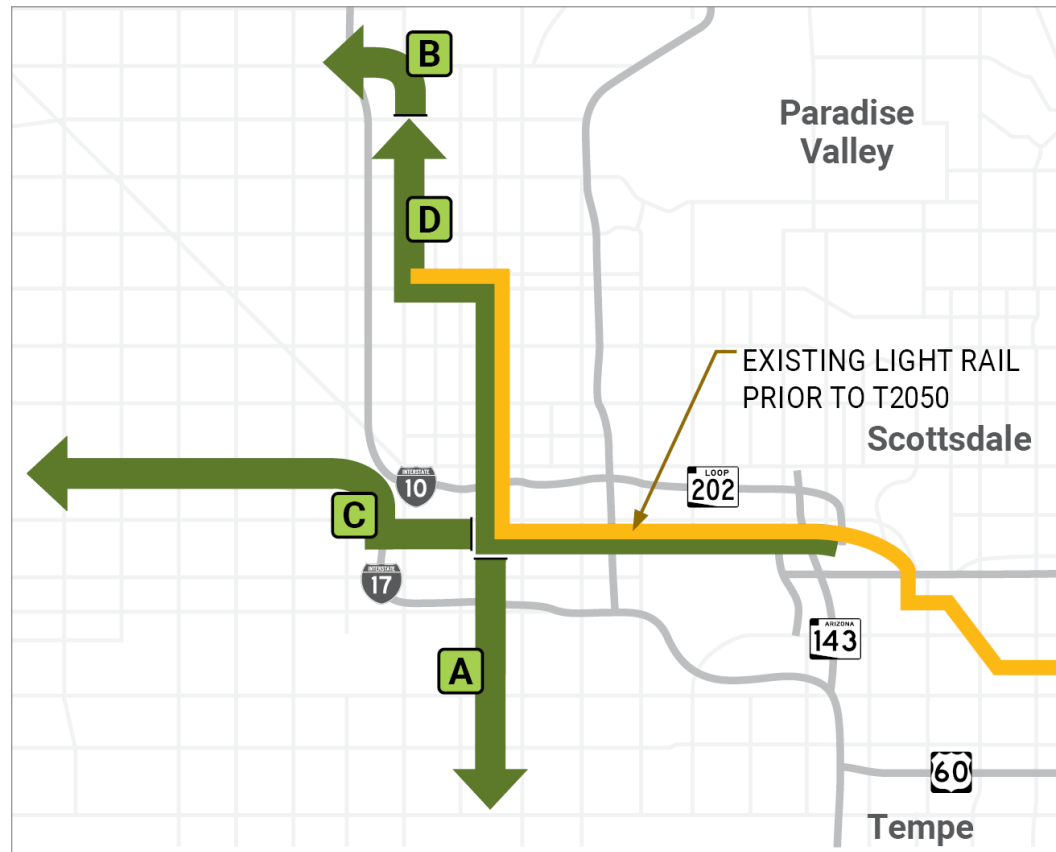
Engaged with 9,000+ COMMUNITY MEMBERS through public meetings, events, surveys, canvassing and websites	Received 1,868 PUBLIC RESPONSES to BRT surveys	Connected with 6,600 NEW USERS on MeetPhoenixBRT.com



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.

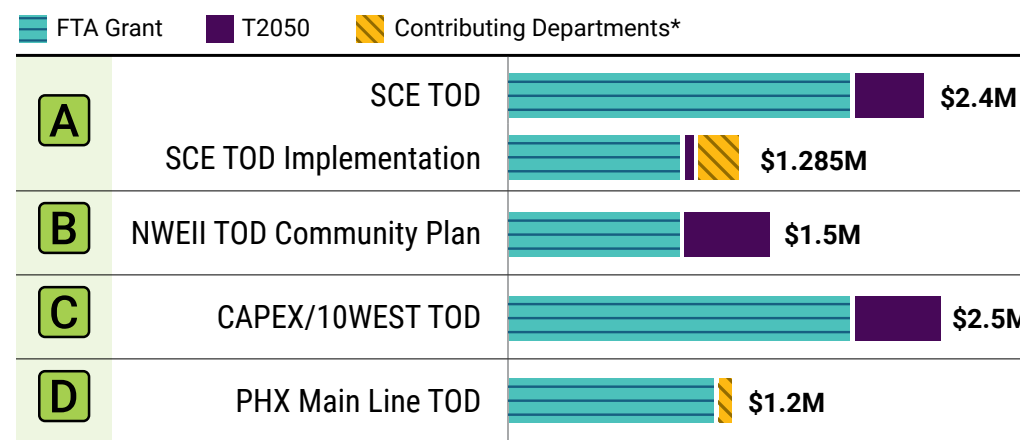


Phoenix has received competitive grant funding through the FTA’s Pilot Program for TOD Planning to assist with policy planning and implementation efforts. The current grant-funded projects include:

- 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

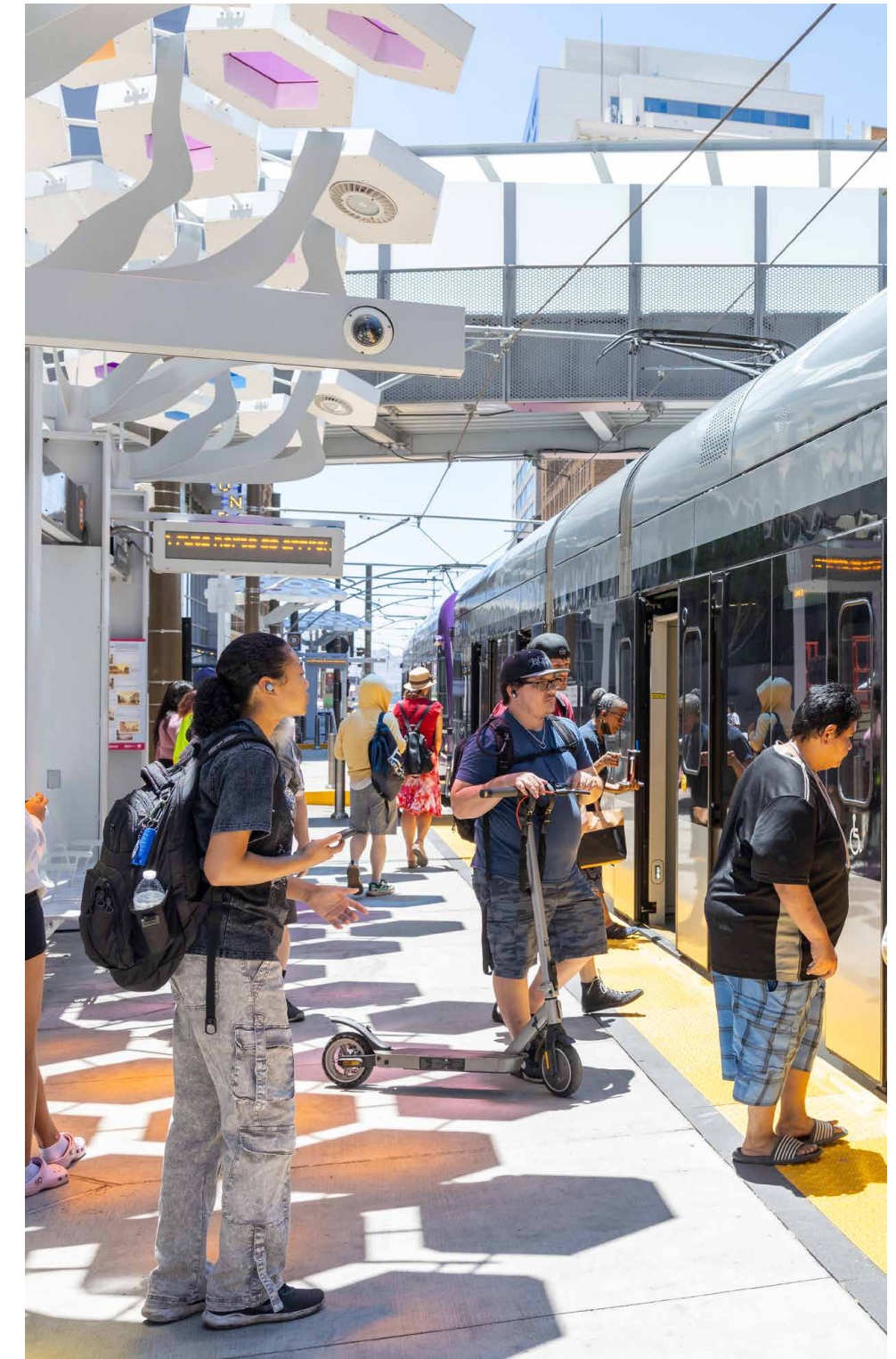
- Continue to coordinate with proposed capital projects along the identified corridor.

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.



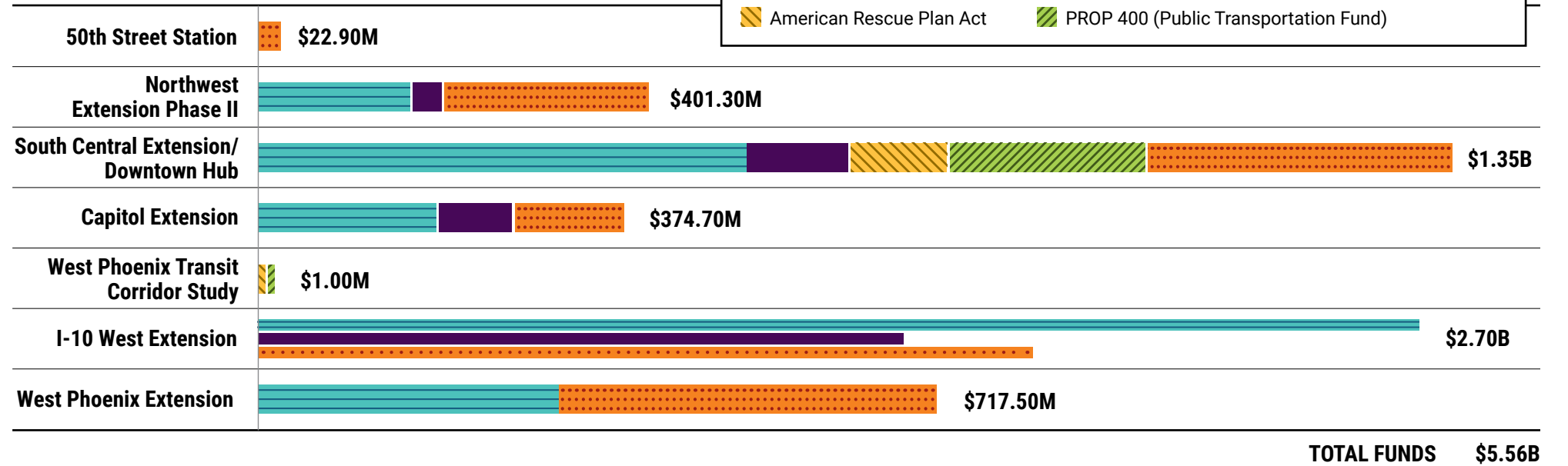
Passengers board the light rail at the new Downtown Phoenix Hub.

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

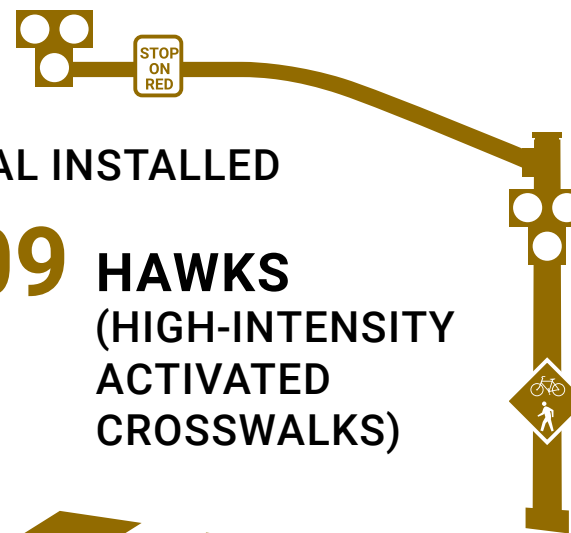
ADA RAMPS



INSTALLED

327.8*

MILES OF NEW BICYCLE LANES



TOTAL INSTALLED

109 HAWKS (HIGH-INTENSITY ACTIVATED CROSSWALKS)

PAINTED SIGNAL POLES AT

772 INTERSECTIONS



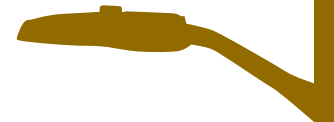
INSTALLED

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.

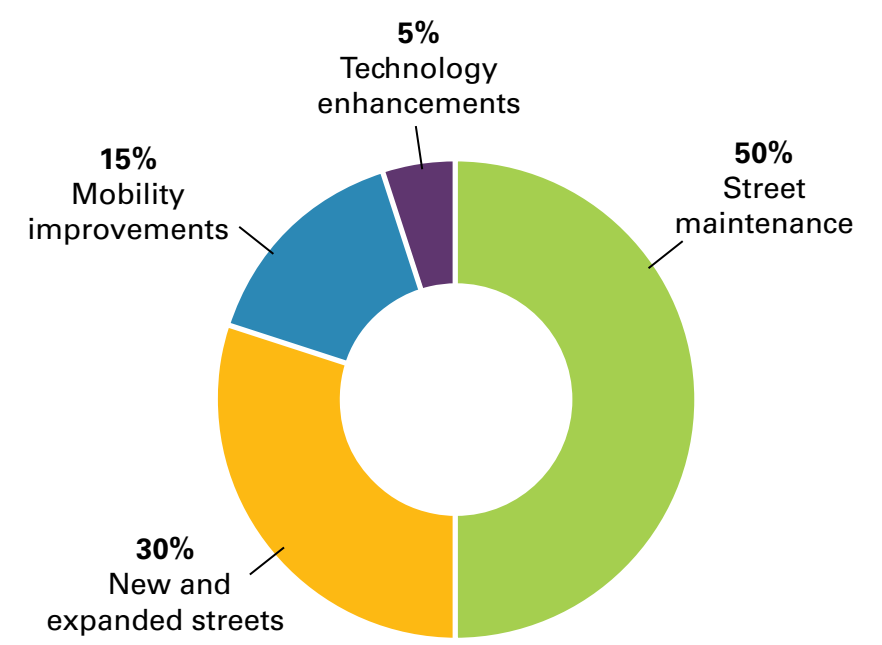
The Street Transportation Department also conducts plan reviews for private development projects, construction inspections, materials testing and implementation of technology enhancements such as Geographic Information System (GIS). Visit the [City of Phoenix Street Transportation Department web page](#)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

- Conduct six major street project assessments.
- Design six major street projects.
- Continue construction on 14 major street projects.

Street pavement and overlays

- Pave 24.1 miles on major streets.
- Pave 89.2 miles on local streets.

Bicycle lanes

- Install 30.9 lane miles of bike lanes and low-stress bikeways.

Streetlights

- Install 100 new streetlights.*

Sidewalks

- Construct 8.0 miles of new sidewalks.

Mobility and accessibility

- Install 4,014 ADA ramps.

Intersection technology enhancements

- 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

- Conduct nine major street project assessments.
- Design 14 major street projects.
- Continue construction on 33 major street projects.

Street pavement and overlays

- Pave 100 miles on major streets.
- Pave 250 miles on local streets.

Bicycle lanes

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

Streetlights

- Install 100 new street lights each year for a total of 400 new street lights.*

Sidewalks

- Construct 25 miles of new sidewalks.

Mobility and accessibility

- Install 11,960 ADA ramps.

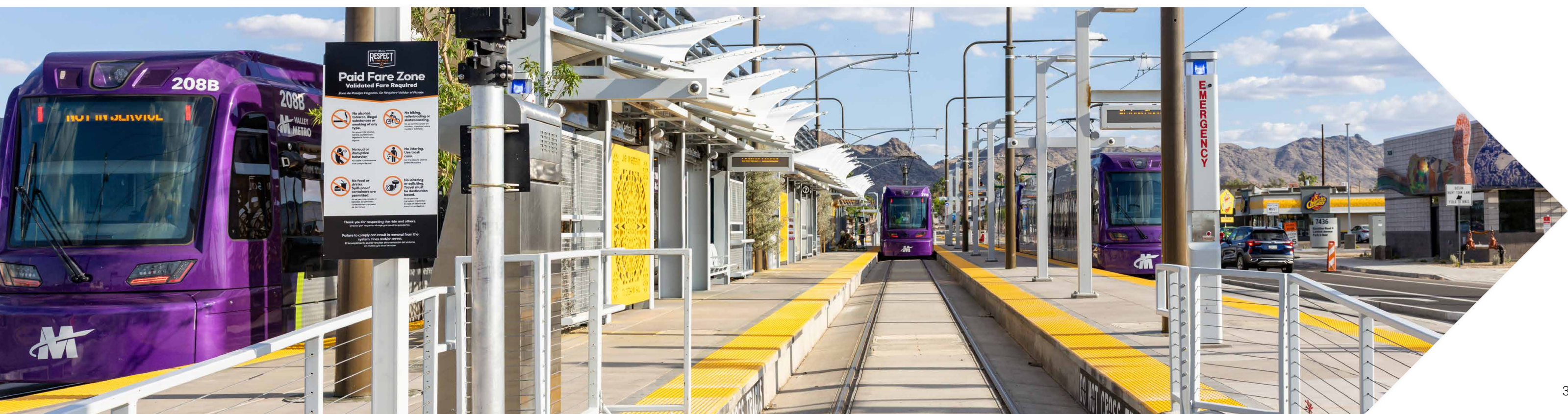
Intersection technology enhancements

- 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

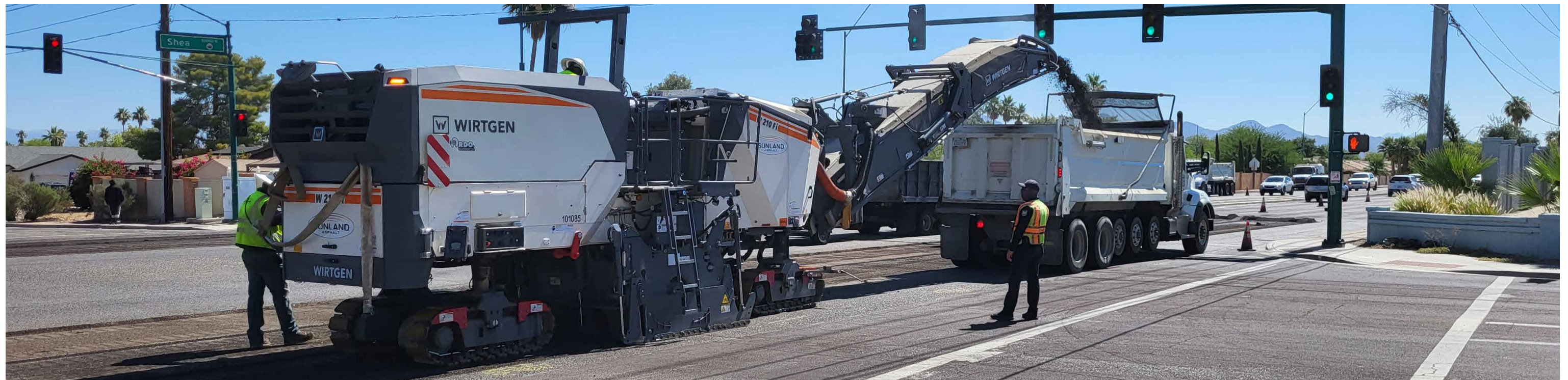
As with any long-term plan, preparation of the financial model for the T2050 program required many assumptions for estimated costs, revenues and timing of projects and new services. Key assumptions of the T2050 program include:

- 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.

