



Mayor Greg Stanton

"Transportation 2050 was an unprecedented investment in ourselves, in our economy, and in our future," said Mayor Greg Stanton. "Our voters wisely made one of the largest investments in transit and transportation infrastructure of its kind in the country, and now we are seeing those investments start to take shape and pay off. Phoenix residents are already finding it easier to get to work, school or other appointments because of expanded bus hours, improved Dial-a-Ride service and extensive street repairs."



Councilwoman Thelda Williams

"When voters approved Transportation 2050, they approved expanded investment in Phoenix's infrastructure for the next 35 years. Street improvements, expanded bus service, improved Dial-a-Ride, and light rail construction with South Central and Northwest extensions are priorities in the plan that residents overwhelmingly supported," said Transportation and Infrastructure Chair. Councilwoman Thelda Williams. "With T2050, expanding our transportation service is more than delivering on a plan, it's preparing for the future as we position Phoenix for decades of economic growth."



CTC Chair Ed Pastor

"T2050 has made it possible for our city to have better access thanks to new and improving transportation in Phoenix. I believe investing in public transportation is not only for the good of those who use it, but something we all benefit from," said CTC Chair Ed Pastor. "As the Chair of the Citizens Transportation Commission, I along with 14 other commissioners, will continue to monitor and make recommendations for the way your tax dollars are being used to move this city forward."

1.0 Program Overview

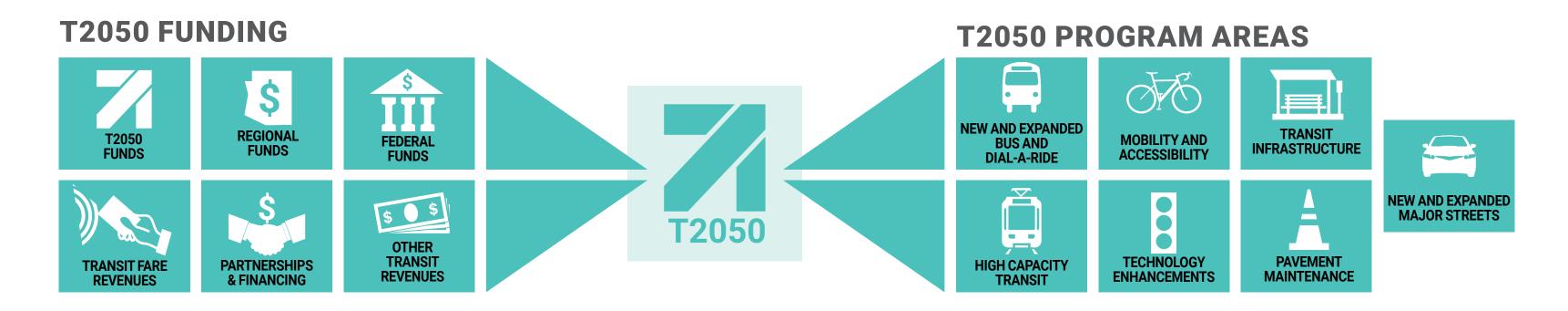
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Street Maintenance and Improvements

T2050 AT A GLANCE



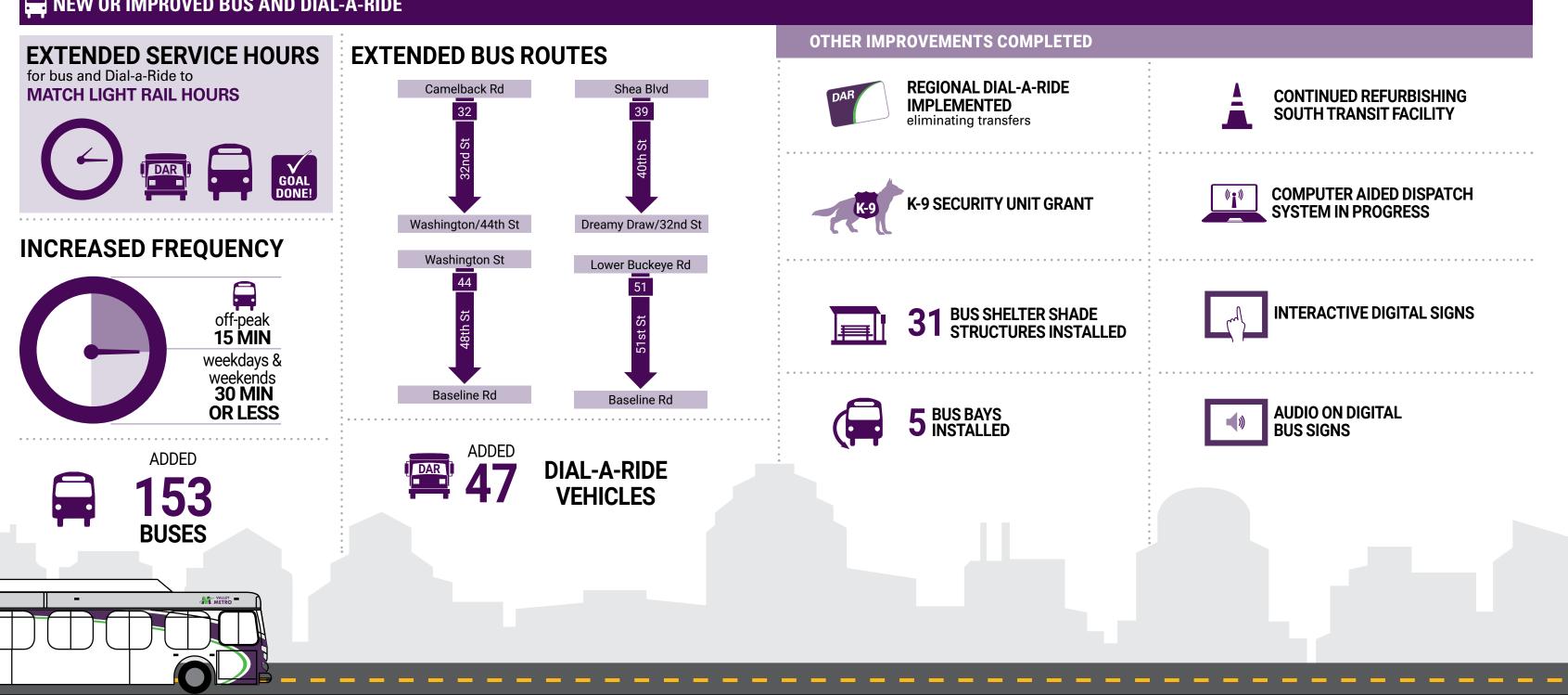
T2050 GOALS

HIGH-CAPACITY TRANSIT STREETS **BUS AND DIAL-A-RIDE** 75 CONTINUE **EXTEND & ADD NEW** CONTINUE Provide 15-minute **PURCHASE NEW** 17 MILES bus, RAPID commuter bus, Kh 15 MIN frequency on half RAPID RAPID buses and of new MILES neighborhood circulator of all bus routes service Dial-a-Ride **Bus Rapid** of light rail Transit service and Dial-a-Ride service for YEARS vehicles service ADD 42 **EXTEND** bus and EXTEND & ADD BUS SERVICE BUILD ADD NEW circulator service BUILD NEW NEW Dial-a-Ride service hours to MILES park-and-ride lots light rail station MATCH LIGHT RAIL HOURS to unserved major streets of new light at 50th Street rail in Phoenix

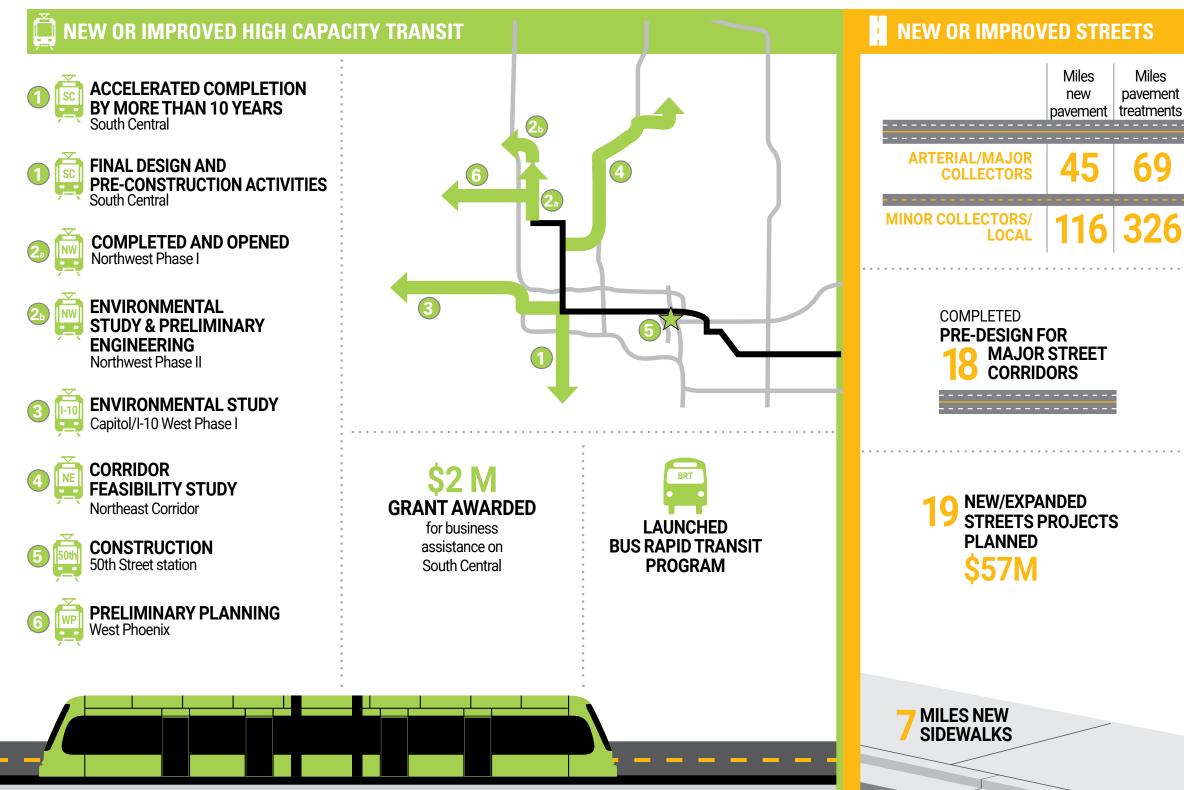


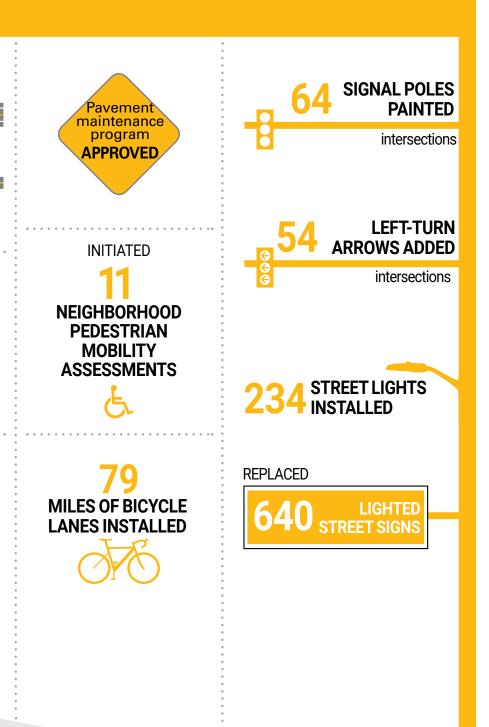
MAKING PROGRESS COMPLETED JAN. 1, 2016 - JUNE 30, 2017

Rew or improved bus and dial-a-ride



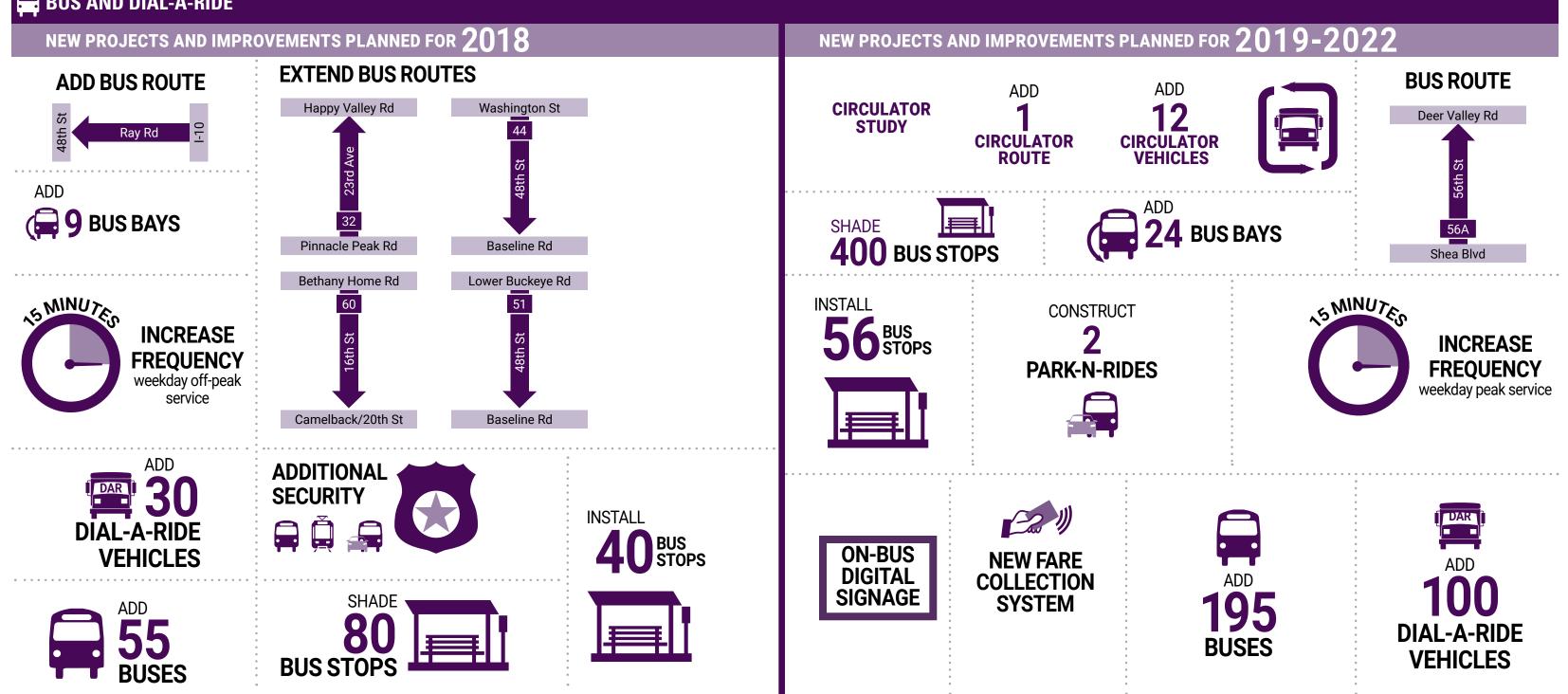
MAKING PROGRESS COMPLETED JAN. 1, 2016 - JUNE 30, 2017



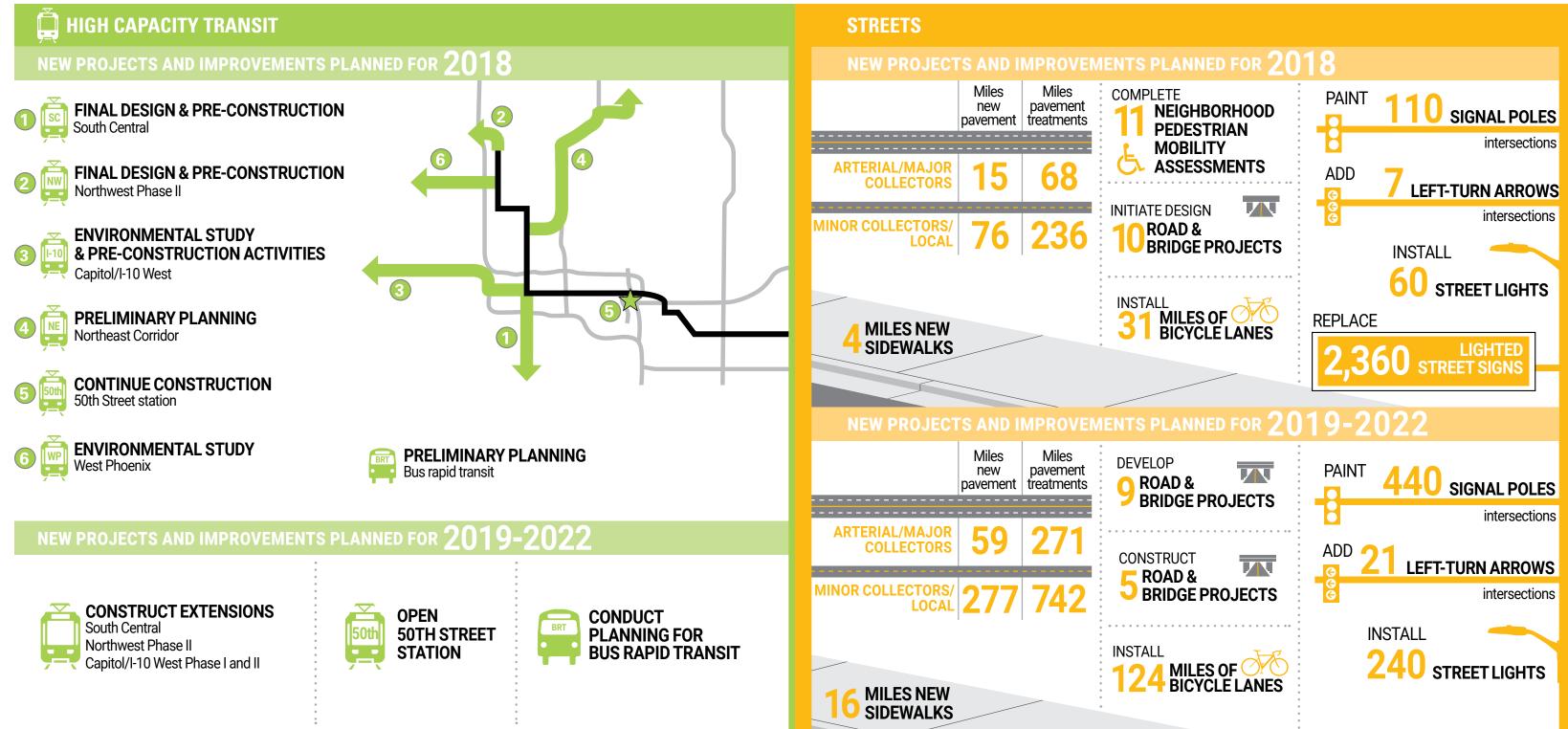


MOVING FORWARD

BUS AND DIAL-A-RIDE



MOVING FORWARD



"I'm glad bus hours are longer, especially that they match light rail. We have lots of options to get around for school and fun."

> – Kaylin K., Phoenix Student

Program Overview





1.0 PROGRAM OVERVIEW



On Aug. 25, 2015, Phoenix voters passed Proposition 104, approving a sales tax increase for transportation improvements from 0.4 percent to 0.7 percent for 35 years. The proposition, known as Transportation 2050 (T2050), became effective Jan. 1, 2016.

A 15-member Citizens Transportation Commission (CTC) was appointed by the mayor and City Council to oversee the T2050 program, ensure accountability in the expenditures of funds and provide oversight during implementation.

In addition to the CTC's role in shaping the plan, the City Council's Transportation and Infrastructure Subcommittee provides policy guidance on streets and transit issues before items are presented to the full council for approval.





Citizens Transportation Committee Members from L to R: William Smith, Quinn Tempest, Jennifer Mellor, Phil Pangrazio, Mario Trejo Romero, Gail Knight, Bret Aldieri, Patrick Brennan and Ed Pastor (CTC Chair). Not pictured: David Adame, Sue Glawe, David Martin, Roy Miller and Rick Naimark (one position vacant). For more information, see: www.phoenix.gov/T2050/Commission

\$31.5 Billion Over **35 Years**

Over the 35-year life of the program, revenues from the T2050 city sales tax are estimated to total approximately \$16.7 billion -- half of the program's overall costs. Of this total, approximately 86 percent is dedicated to the city's public transit program, with the remaining used to supplement existing streets funding.



Councilwoman Thelda Williams Chairwoman Transportation and Infrastructure Subcommittee



Vice Mayor Laura Pastor Transportation and



In addition to the city's sales tax, the plan will use federal and regional funds, and passenger fares to provide another \$14.8 billion in revenues. Total projected revenues for the 35-year program are \$31.5 billion.

More information on the regional and federal funding programs is available at www.phoenix.gov/ T2050/Funding.



Councilwoman Kate Gallego Transportation and Infrastructure Subcommittee

Infrastructure Subcommittee

^{Councilman Daniel Valenzuela} Transportation and Infrastructure Subcommittee

Lifecycle: Balancing Revenues and Expenditures

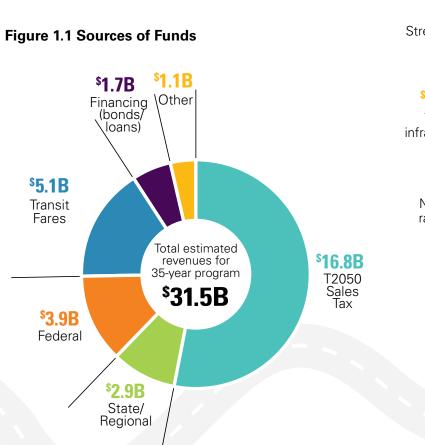
In some years, the projected T2050 revenue intentionally exceeds projected expenditures. This occurs to ensure funds are available for large projects, such as light rail extensions, that require large expenditures during construction years. The financial plan includes setting aside funds temporarily to ensure funds are available for large capital expenditures. The city will continue to explore opportunities to reduce costs through innovation, value engineering and other project delivery and financing methods such as Public-Private Partnerships (P3).

For more information on assumptions used to estimate T2050 revenues and project costs, please see Table 1 in the appendix.

Figure 1.2 Planned Uses of Funds

Jan. 2016 - June 2017 Financial Summary

The total budgets for fiscal years (FY) 2016 and 2017 were approximately \$186 million and \$466 million, respectively. Please see tables 2 and 3 in the appendix for additional information.



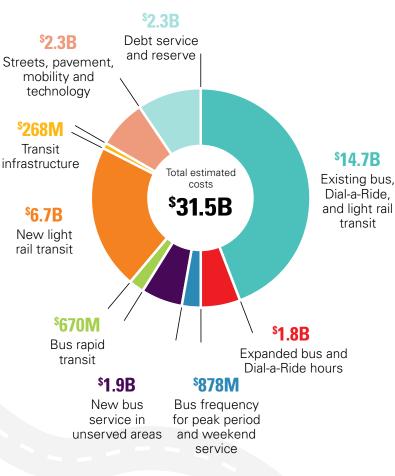
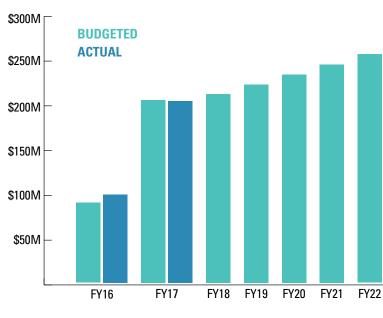


Figure 1.3 T2050 Sales Tax Revenue Summary



FY 2018 - FY 2022 Financial Summary

The five-year financial plan for the FY 2018–2022 time period is shown in Table 4 in the appendix. The balance of the fund is anticipated to increase through FY 2020, when funds will be used for the new light rail and major streets construction projects.



Route 10 (Roosevelt Street) riders... one of several local routes improved by T2050.

Route 8 (7th Avenue) passengers at Central Station in downtown Phoenix.



Bus and Dial-a-Ride Service



2.0 BUS AND DIAL-A-RIDE





T2050 includes \$1.2 billion over five years for new and expanded bus and Dial-a-Ride services.

Other funding sources for these services include local funds, the Regional Public Transportation Fund (PTF), and federal and state grants.



T2050 continues to improve multimodal travel in Phoenix, making it easy for riders to go from bike to bus or even rail.

According to a recent Valley Metro survey, 20 percent of hus riders do not have access to a vehicle which means According to a recent Valley Metro survey, 20 percent of bus riders do not have access to a vehicle, which means immroved hile hours early a dreat community head ous nuers uo not nave access to a venicle, which mea improved bus hours serve a great community need.

Tables 2.1 T2050 Bus and Dial-a-Ride Progress and Goals

Maintained existing services

Extend bus and Dial-a-Ride service hours to match light rail hours

Completed; extended service hours in October 2016 and April 2017

Improve bus frequency

- Increased frequency to 30 minutes on weekdays and weekends
- Increased off-peak frequency to 15 minutes on 19th Avenue (Route 19)

Extend and add bus service to unserved major streets

- Extended service on 40th Street to serve Dreamy Draw park-and-ride and connect to service on 32nd Street (Route 39)
- Extended service from the Washington Street light rail station to Baseline Road (Route 44)
- Extended service from Lower Buckeye Road to Baseline Road (Route 51)
- Extended service to 19th and Dunlap avenues to connect to light rail and ASU West campus (Route 122)

Purchase new buses and Dial-a-Ride vehicles

Ordered 153 buses and 46 Dial-a-Ride vehicles

Increase security

Received Department of Homeland Security grant for K-9 security unit

Shade bus stops

- Shade 31 bus stops

Incorporate technology

- Installed interactive digital signs at park-and-rides and audio to digital bus signs
- Began work on a computer aided system for dispatch/automated vehicle locations

Other Improvements

- Continued refurbishment of the South Transit Facility

Completed by June 30, 2017

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

• Extended service on 32nd Street from Camelback Road to the light rail station at 44th and Washington streets (Route 32)

Collaborated with ASU Herberger Institute for Design and the Arts to develop innovative bus stop shade structures

Implemented transfer-free regional Dial-a-Ride service allowing travel on same vehicle for destinations outside city limits

Tables 2.1 T2050 Bus and Dial-a-Ride Progress and Goals cont'd

Planned for FY 2018

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

Maintain existing services

Improve bus frequency

Increase weekday off-peak frequency to 15 minutes on Thomas Road (Route 29) and Camelback Road (Route 50)

Extend and add bus service to unserved major streets

- Add new bus route on Ray Road between 48th Street and I-10 to connect with new service into Gilbert
- Extend service from Pinnacle Peak Road and 23rd Avenue to Happy Valley Road and 23rd Avenue and connect to service on 35th Avenue (Route 19)
- Extend service from 16th Street and Bethany Home to Camelback Road and 20th Street (Route 60)
- Extend service from the Washington Street Light Rail Station to 48th Street and Baseline Road (Route 44)
- Extend service from Lower Buckeye Road to Baseline Road (Route 51)

Purchase new buses and Dial-a-Ride vehicles

• Order 55 buses and 30 Dial-a-Ride vehicles

Increase security

Provide additional security on light rail and local bus routes and at park-and-ride lots

Shade bus stops

Shade 80 bus stops and install 40 new bus stops





include longer service hours and new vehicles.

Tables 2.1 T2050 Bus and Dial-a-Ride Progress and Goals cont'd

Maintain existing services

Improve bus frequency

Increase weekday peak service frequency to 15 minutes on Routes 59, 60 and 67

Extend and add bus service to unserved major streets

• Add new bus route on 56th Street from Shea Boulevard to Deer Valley Road (Route 56A)

Add new circulator service

Complete a neighborhood circulator study and begin service on one new circulator route

Purchase new buses and Dial-a-Ride vehicles

- Order 195 buses and 100 Dial-a-Ride vehicles
- Purchase RAPID buses
- Purchase 12 new neighborhood circulator vehicles

Build park-and-ride lots

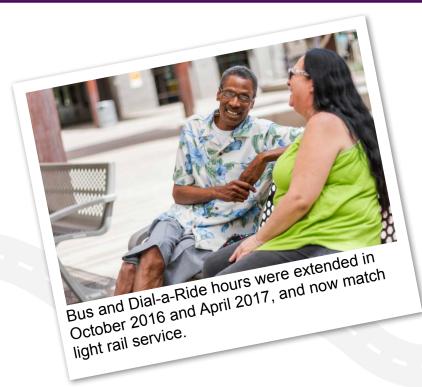
Construct two park-and-rides (near South Mountain Freeway and I-17/Carefree Highway)

Shade bus stops

• Shade 400 bus stops and install 56 new bus stops

Incorporate technology

- Install a regional fare collection system
- Install on-bus digital signs



Planned for FY 2019 – 2022

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

Local Fixed Route

Local fixed route bus service is the backbone of Phoenix's transit system. Local bus service in Phoenix operates on a grid system, and connects to key commercial, education and work centers throughout the region.

T2050 has already extended the service day to match light rail hours, increasing frequency to 30 minutes or less citywide. Future improvements include new and extended routes and more frequency on high ridership routes.

RAPID Commuter

Phoenix's RAPID service is a commuter bus service that connects outlying areas of Phoenix with the downtown core, providing an efficient commuting solution for those who are tired of sitting behind the wheel of their own car in rush hour traffic.

T2050 allows for the future southwest Phoenix expansion of RAPID when the Loop 202 (South Mountain Freeway) opens in late 2019.

Circulator Service

Currently, Phoenix has four circulators in service throughout the city (Ahwatu downtown Phoenix, Maryvale and service throughout the city (Ahwatukee, Sunnyslope). The routes connect key community destinations, such as community centers and libraries, as well as other bus routes.

Dial-a-Ride

Dial-a-Ride is a federally required paratransit service that complements local transit by providing a convenient transportation option for those who are unable to ride bus or light rail.

Under T2050, Phoenix has expanded hours and replaced over 40 old Dial-a-Ride vehicles, with a plan to continue to improve the fleet.

Security

The safety and security of transit passengers is the city's top priority. The Phoenix Police Department's Transit Enforcement Unit (TEU) provides security and personnel and a private security contractor at four transit centers, 10 park-and-rides and all three bus operations and maintenance garages. Cameras are also installed on vehicles, facilities and park-and-rides. The TEU is comprised of 16 sworn officers, 23 police assistants, 24 municipal security guards and three K-9 teams.

With T2050, eight extra-duty Phoenix Police officers have been added who are assigned to perform enhanced enforcement along the light rail alignment, as well as wherever needed throughout Phoenix's transit system. New bicycles for the 16 sworn TEU officers will also be deployed in 2017.

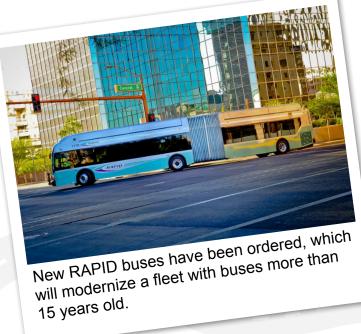
Passenger Facilities

The expansion of bus service means there will be the need for additional passenger facilities, including transit centers, park-

and-ride lots and shaded bus stops in the coming vears. As these planning efforts advance, staff will work with the CTC to identify locations and timing of these new facilities. Also, Phoenix has recently started constructing new shade shelters, with the goal of installing 400 throughout the city over the next five years.

Operations and Maintenance Facilities

The city owns and operates three bus operations and maintenance facilities to maintain, fuel and clean buses.



Bus and Dial-a-Ride Technology

Technology is a key area for the Transit department to modernize its fleet and operations under T2050. New transit technology for the bus system includes a new bus communication system and a new and improved fare collection system, which will be important as Phoenix and Valley Metro launch electronic fare payment such as mobile tickets and reloadable transit passes. Other proposed technology upgrades include Wi-Fi on buses and trains, real-time data for Dial-a-Ride and security technology improvements.

Also, staff is currently working on enhancements to the Dial-a-Ride trip booking software, which includes web-based trip booking and cancellation, interactive voice recognition trip booking, confirmation and automatic call back reminders. and the incorporation of mobile application technologies.

"Better bus service helps me stay connected with friends and important appointments."

> - Richard S., Phoenix Veteran



High Capacity Transit







3.0 HIGH CAPACITY TRANSIT





The T2050 program includes approximately \$428 million over five years for high capacity transit services, which includes light rail and bus rapid transit (BRT). In addition to T2050 sales tax revenues, other funding sources

for these improvements include local funds, the Public Transportation Fund (PTF), fares, advertising, and federal and state grants.

Tables 3.1 T2050 High Capacity Transit Progress and Goals

Completed by June 30, 2017

Increase light rail in Phoenix

- Northwest Phase I extension (service began March 19, 2016)
- South Central corridor received \$2 million business assistance federal grant which accelerates completion of the extension by more than 10 years
- South Central extension final design and pre-construction
- Northwest Phase II extension environmental study and preliminary engineering
- Capitol/I-10 West Phase I extension environmental study
- Northeast corridor preliminary planning
- West Phoenix extension preliminary planning
- Construction began on 50th Street station

Begin new bus rapid transit program

Bus rapid transit program launched

Tables 3.1 T2050 High Capacity Transit Progress and Goals cont'd

Planned for FY 2018

Increase light rail in Phoenix

- South Central extension final design and pre-construction
- Northwest Phase II extension final design and preconstruction
- Capitol/I-10 West Phase I extension environmental study and pre-construction
- Northeast corridor preliminary planning
- West Phoenix extension environmental study
- Continue construction on 50th Street station

Bus rapid transit program

Bus rapid transit program preliminary planning



2019.



Light Rail Service

The 26-mile Valley Metro Rail light rail system, 17 miles of which is within Phoenix, connects 🔫 Phoenix, Tempe and Mesa. The system extends from 19th Avenue and Dunlap Avenue in Phoenix, to Main Street and Mesa Drive in Mesa – connecting the downtown cores of the three cities.

Phoenix, Tempe and Mesa share responsibility for funding the ongoing operations and maintenance costs of the system, which includes vehicle and system maintenance, security and fare collection and administration.

50th Street Light Rail Transit Station

Construction of the first new station along the existing light rail system is currently underway thanks to T2050. The station near 50th and Washington streets will provide access to local businesses and Ability360, a resource center offering numerous programs and facilities for persons with disabilities.

South Central

One of Phoenix's most transit-dependent communities, south Phoenix, will soon be served by light rail. The South Central Light Rail Extension project will extend five miles south and connect the current light rail line in downtown Phoenix to Baseline Road.

Work is already underway between Phoenix, Valley Metro and community partners to prepare the community for the construction of the extension. In late 2016, the Federal Transit Administration awarded the project a \$2 million grant to aid in business assistance and land use planning.

Originally this extension was planned to open by 2034, but T2050 allowed the project to be accelerated over a decade. Now, construction is anticipated to start in 2019 and the much needed line is planned to open in 2023.



Since April 2016, local bus service hours now match light rail seven days per week.

Northwest Phase II

In January 2016, the Phoenix City Council NW approved accelerating the Northwest Phase 🐖 II to open in 2023, three years earlier than previously planned. This extension will advance the vision of city leaders as it takes light rail west on Dunlap Avenue, north on 25th Avenue and across I-17 near Mountain View Road, with a terminus on the west side of the freeway near Metrocenter Mall.

Capitol/I-10 West

In January 2016, the Phoenix City Council approved taking a phased approach to the Repitol/I-10 West extension, designating the portion of the project from downtown Phoenix to the Capitol area as Phase I and the remaining segment along I-10 to 79th Avenue as Phase II.

Currently, Valley Metro is conducting a federally required Environmental Assessment (EA) on Phase I with design still to take place. Construction on Phase I is anticipated to begin in 2020.

Northeast Corridor

The City of Phoenix initiated a feasibility study NE to evaluate corridor options to connect the existing light rail system to the Paradise Vallev Mall area. The study includes two corridor options, a 12-mile corridor that was identified with the 2004 voter-approved Regional Transportation Plan (Proposition 400) and an eight-mile corridor that was identified under the T2050 plan.

West Phoenix Extension

🖰 In 2013, a transit corridor study was conducted to identify high capacity transit service options 🛒 to the existing light rail system to west Phoenix. The city of Phoenix will continue to work with the community to determine a route location

For more information on light rail corridors, please visit www.valleymetro.org/projects and planning.

and a transit type to best serve the area.

Bus Rapid Transit

Bus rapid transit (BRT) is a high-capacity, bus-based transit system that delivers fast, comfortable and cost-effective trips in high demand travel areas.

BRT relies on limited stops, interconnected signal priority systems, off-board fare collection, level boarding stations and other enhancements to reduce travel times. BRT is a common transit service in other cities, but a new approach to transit for Phoenix. Network planning of the system will focus on the highest transit ridership corridors, capacity needs, and a phasing program that complements the T2050 finance program.

Street Maintenance and Improvements





4.0 STREET MAINTENANCE AND IMPROVEMENTS



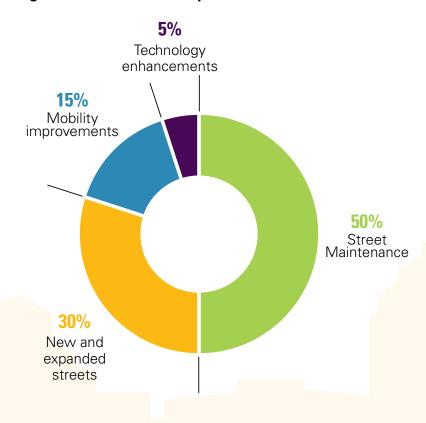


The T2050 program allocates approximately \$172 million over five years to supplement existing street funding for the construction and maintenance of Phoenix streets. Other funding for streets includes the city's General Fund,

state-collected motor fuel taxes, federal funds and impact fees.

Only those programs that receive funding from T2050 are included in this report. For more information on the streets Capital Improvement Program (CIP), please visit www.phoenix.gov/ streets/projects.

Figure 4.1 T2050 Street Improvement Uses of Funds



Tables 4.1 T2050 Street Maintenance and Improvements Progress and Goals

Completed by June 30, 2017

Overlays on streets

- Pavement maintenance program approved
- 45 miles of asphalt pavement on arterial/major co
- 69 miles of other pavement treatments on arteria collectors
- 116 miles of asphalt pavement on minor collecto streets
- 326 miles of other pavement treatments on mino local streets

Bicycle lanes

• 79 miles of bicycle lanes installed

Street lights

• 234 street lights installed

Sidewalks

- Area Mobility Assessments for 11 locations under the second second
- 7 miles of sidewalks installed

New roads and upgraded bridges

- 11 street assessments
- 7 safety assessments

Technology Enhancements

- Replaced 640 damaged street name signs at maj intersections with illuminated signs
- 64 signal poles repainted at major intersections
- 54 left-turn arrows installed

Planned for FY 2018
Overlays on streets
 15 miles of asphalt pavement on arterial/major collectors
 68 miles of other pavement treatments on arterial/major collectors
 76 miles of asphalt pavement on minor collectors/local streets
 236 miles of other pavement treatments on minor collectors/ local streets
Bicycle lanes
 31 miles of bicycle lanes installed
Street lights
60 street lights installed
Sidewalks
 Area Mobility Assessments for 11 locations completed
 4 miles of sidewalks installed
New roads and upgraded bridges
Design 10 projects
Technology Enhancements
 Replace 2,360 damaged street name signs at major intersections with illuminated signs
 110 signal poles repainted at major intersections
7 left-turn arrows installed

Tables 4.1 T2050 Street Maintenance and Improvements Progress and Goals cont'd

Planned for FY 2019 – 2022

Overlays on streets

- 59 miles of asphalt pavement on arterial/major collectors
- 271 miles of other pavement treatments on arterial/major collectors
- 277 miles of asphalt pavement on minor collectors/local streets
- 742 miles of other pavement treatments on minor collectors/ local streets

Bicycle lanes

• 124 miles of bicycle lanes installed

Street lights

• 240 street lights installed

Sidewalks

16 miles of sidewalks installed

New roads and upgraded bridges

Develop 9 projects; construct 5 projects

Technology Enhancements

- 440 signal poles repainted at major intersections
- 21 left-turn arrows installed

Street Maintenance

Approximately \$1 billion of 35-yearT2050 plan is allocated to the maintenance of 680 miles of asphalt pavement on major arterial streets enabling substantial enhancements to maintenance of all city streets.

Another component of the T2050 plan is prior to repaving streets, crews will repair damaged and degraded curb and gutter and sidewalks and ramps provide enhanced accessibility and mobility.

New and Expanded Streets

Over 35 years, T2050 will provide an estimated \$240 million for major street improvement projects, such as new bridges and new roads, to help connect and complete the city's roadway network and support future transit system expansion.

Mobility Improvements

Due to the significant commitment for new bicycle and pedestrian facilities in the T2050 plan, a Mobility and Accessibility Improvements program was established to implement additional projects that increase ADA accessibility and mobility through new sidewalks, and multi-modal connectivity through new bicycle facilities.

Intersection and **Technology Enhancements**

T2050 allows the city to make significant investments to improve signalized intersections by adding left-turn arrows, repainting traffic signal poles and replacing deteriorated intersection street name signs with retroreflective sign faces that include internal LED lighting.

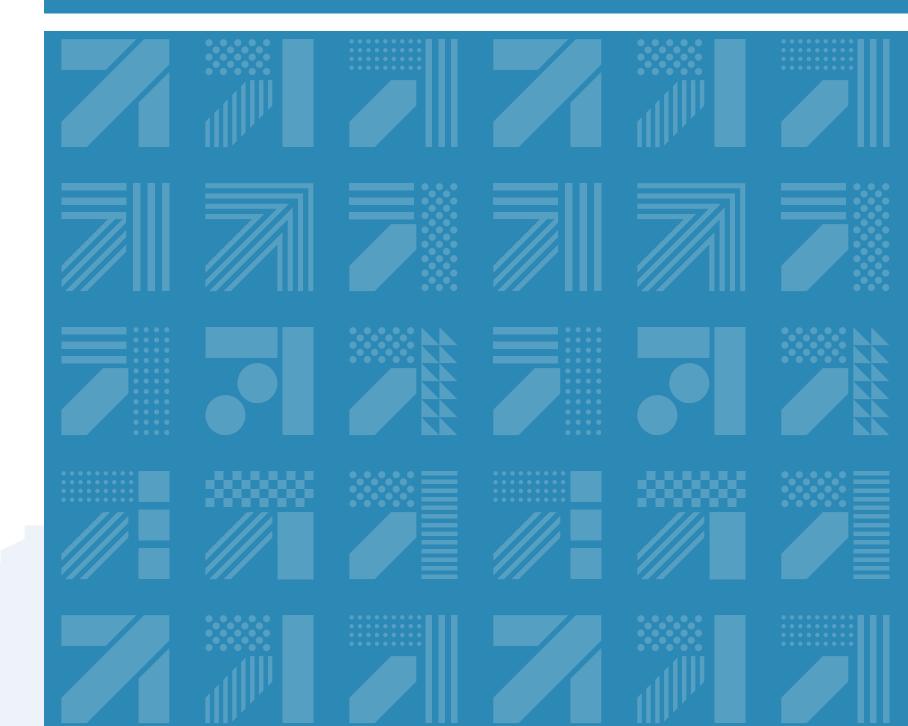
This program will employ technology to improve traffic congestion and install signals, signage, detection equipment, and traffic management and monitoring systems.



"I'm a line cook. More bus services allows me to work a later or earlier shift at the restaurant."

– Aldemar B., Phoenix Resident

APPENDIX



Lifecycle 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 2. to grow at average inflation rates of 3-4 percent annually over the life of the plan. These inflation rates are somewhat higher than the typical annual increases we have experienced in the large transit contracts, and provide for more conservative cost estimates.
- 3. T2050 sales tax revenues are estimated to grow at an average annual rate of 4.75 percent, slightly less than the 5.5 percent average annual growth rate in the Arizona Department of Transportation's most recent forecast prepared in September 2016 for the Proposition 400 Maricopa County Transportation Excise Tax is assumed to provide a more conservative estimate.
- The existing 0.5 percent Proposition 400 4. regional tax, currently in place through December 31, 2025 is assumed to be extended for at least 20 years.
- 5. Federal transit formula funds is assumed to continue through the life of the plan, with very modest increases over time, consistent with Maricopa Association of Government's long-term Regional Transportation Plan.

- The financial model includes an overall 30 6. percent funding level from discretionary federal Capital Investment Grants for light rail capital costs. Discretionary federal Capital Investment Grants are funding, on average, more than 40 percent of total project costs for current rail projects across the country, with 30 percent being the lowest federal funding level for any single project.
- Transit fares are assumed to continue to be consistent with the regional fare policy goal of 25 percent recovery of direct transit operations costs.
- As needed, some capital funding is assumed 8. to be provided through financing, 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 9. and interest earnings on fund balance, are forecasted using very small growth rates.
- 10. An operating reserve equivalent to 33 percent of annual public transit operating costs is assumed to be maintained throughout the life of the plan.

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 Streets Transportation departments.

Table 1 T2050 Sales Tax Projected Revenue Stream

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

Table 2 includes the budgeted and actual revenue and expenditures during the first six months of T2050 (Jan. 1, 2016 – June 30, 2016). Footnotes are as follows:

- Original projection included one less month than was actually collected 1.
- Ridership decrease and lower average fare 2.
- Dial-a-Ride fare revenues greater than budget due to greater than projected ridership 3.
- Decrease due to capital projects delayed 4.
- Decrease due to capital projects delayed 5.
- Increase due to interest on fund balance and early repayment from AHUR 6.
- Dial-a-Ride operations costs less than budget due to lower than budgeted service hours operated and lower 7. fuel cost
- Laveen park-and-ride delayed 8.
- South Transit Facility change orders not completed by end of fiscal year 9.
- Computer Aided Dispatch/Automated Vehicle Locating System delayed 10.
- Unused contingency budget 11.
- Budget not originally programmed for FY 2016 12.
- Right-of-way and signal equipment under budget 13.

Table 2 Financial Overview (Jan. 1, 2016 – June 30, 2016)

			Amount Over/	Percent Over/Under	
	Budget	Actuals	(Under Budget)	Budget	Footnotes
Source of Funds			(onder Budget)	Budget	
Dedicated Sales Tax - T2050	\$89,125,000	\$98,593,000	\$9,468,000	10.6%	1
Dedicated Sales Tax - T2000	101,030,470	94,573,973	(6,456,497)	-6.4%	•
(remaining fund balance)			(0) 100) 107	0.170	
Local Transportation Assistance	2,150,000	2,178,039	28,039	1.3%	
Bus Fare Revenue	16,721,277	14,705,595	(2,015,682)	-12.1%	2
Dial-a-Ride Fare Revenue	455,228	530,223	74,995	16.5%	3
Rail Fare Revenue	3,926,823	4,192,590	265,767	6.8%	0
Federal Transit Funds	40,196,828	26,822,204	(13,374,624)	-33.3%	4
Regional Transportation Tax	50,045,567	14,092,006	(35,953,561)	-71.8%	5
Other Revenue	5,516,320	6,846,947	1,330,627	24.1%	6
Fund Balance	(122,381,823)	(104,646,647)	17,735,175	-14.5%	Ū
Total Revenues	\$186,785,690	\$157,887,930	\$(28,897,760)	-15.5%	
	\$100/100/000	<i><i><i>q</i> 107/007/000</i></i>	\$(20,001,100)	1010 /0	
Use of Funds					
Transit Operations					
Local Fixed Route Bus	\$57,146,464	\$53,627,770	\$(3,518,694)	-6.2%	
RAPID Commuter Bus	2,331,270	2,187,726	(143,544)	-6.2%	
Neighborhood Circulator	1,461,087	1,371,123	(89,964)	-6.2%	
Dial-a-Ride Operations	9,011,851	8,095,127	(916,724)	-10.2%	7
Light Rail Operations	12,980,566	11,736,769	(1,243,797)	-10.2%	/
Bus Rapid Transit	12,300,300	11,750,705	(1,243,737)	-5.0 % NA	
Security	3,954,202	3,604,073	(350,129)	-8.9%	
-					
Administration & Support	10,203,928	9,593,634	(610,294)	-6.0%	
Total Operations	\$97,089,368	\$90,216,222	\$(6,873,146)	-7.1%	
Debt Service	\$25,034,500	\$25,012,974	\$(21,526)	-0.1%	
Debt del vice	Ψ20,004,000	Ψ25,012,574	ψ(21,520)	0.170	
Capital Projects					
Bus and Dial-a-Ride Vehicles	\$24,248,952	\$23,132,926	\$(1,116,026)	-4.6%	
Bus Passenger Facilities	3,928,024	895,544	(3,032,480)	-77.2%	8
Bus O & M Facilities	1,700,000	691,208	(1,008,792)	-59.3%	9
Bus and DAR Technology	14,185,076	890,461	(13,294,615)	-93.7%	10
Other Bus Capital	2,214,714	401,170	(1,813,544)	-81.9%	11
South Central Light Rail Transit		2,352,316	2,352,316	NA	12
Northwest Phase I Light Rail Transit	5,318,200	2,437,771	(2,880,429)	-54.2%	13
Northwest Phase II Light Rail Transit	-		(2,000) (20)	0.0%	
Capitol/I-10 West Phase I Light Rail	16,858	11,578	(5,280)	0.0%	
Transit	10,000		(0,200)		
Northeast Light Rail Transit	-	7,114	7,114	NA	
West Phoenix/Central Glendale Light	-	7,114	7,114	NA	
Rail Transit		,,	,,,,,		
50th Street Light Rail Transit Station	-	83,672	83,672	NA	
Bus Rapid Transit	-	-		NA	
Streets-Other	500,000	500,000	-	0.0%	
Streets-Pavement Maintenance	11,050,000	10,812,188	(237,812)	-2.2%	
Streets-New & Expanded Streets	1,500,000	435,675	(1,064,325)	-71.0%	
Streets-Mobility & Accessibility			(1,004,020)	NA	
Streets-Technology Enhancements	_	-	_	NA	
Total Capital Projects	\$64,661,824	\$42,658,737	\$(22,003,087)	-34.0%	
	Ψ07,001,027	Ψ <u>∓</u> 2,000,707	ψ(22,000,007)	04.070	
Total Expenditures	\$186,785,692	\$157,887,933	\$(28,897,759)	-15.5%	
iotal Experiatal 66	÷	÷,001,000	+(=5)007,7,007		

	Budget	Actuals	Amount Over/	Percent Over/Under	Footnotes
			(Under Budget)	Budget	
Source of Funds	#00 105 000		¢0,400,000	10.00/	1
Dedicated Sales Tax - T2050	\$89,125,000	\$98,593,000	\$9,468,000	10.6%	1
Dedicated Sales Tax - T2000	101,030,470	94,573,973	(6,456,497)	-6.4%	
remaining fund balance)	2 1 5 0 0 0 0	0 170 000	20.020	1.00/	
ocal Transportation Assistance	2,150,000	2,178,039	28,039	1.3%	0
us Fare Revenue	16,721,277	14,705,595	(2,015,682)	-12.1%	2
Vial-a-Ride Fare Revenue	455,228	530,223	74,995	16.5%	3
ail Fare Revenue	3,926,823	4,192,590	265,767	6.8%	
ederal Transit Funds	40,196,828	26,822,204	(13,374,624)	-33.3%	4
egional Transportation Tax	50,045,567	14,092,006	(35,953,561)	-71.8%	5
other Revenue	5,516,320	6,846,947	1,330,627	24.1%	6
und Balance	(122,381,823)	(104,646,647)	17,735,175	-14.5%	
Total Revenues	\$186,785,690	\$157,887,930	\$(28,897,760)	-15.5%	
Use of Funds					
ransit Operations					
Local Fixed Route Bus	\$57,146,464	\$53,627,770	\$(3,518,694)	-6.2%	
RAPID Commuter Bus	2,331,270	2,187,726	(143,544)	-6.2%	
Neighborhood Circulator	1,461,087	1,371,123	(89,964)	-6.2%	
Dial-a-Ride Operations	9,011,851	8,095,127	(916,724)	-10.2%	7
Light Rail Operations	12,980,566	11,736,769	(1,243,797)	-9.6%	
Bus Rapid Transit	-	-	-	NA	
Security	3,954,202	3,604,073	(350,129)	-8.9%	
Administration & Support	10,203,928	9,593,634	(610,294)	-6.0%	
Total Operations	\$97,089,368	\$90,216,222	\$(6,873,146)	-7.1%	
	<i></i>	+	<i>+()</i>		
Debt Service	\$25,034,500	\$25,012,974	\$(21,526)	-0.1%	
Capital Projects					
Bus and Dial-a-Ride Vehicles	\$24,248,952	\$23,132,926	\$(1,116,026)	-4.6%	
Bus Passenger Facilities	3,928,024	895,544	(3,032,480)	-77.2%	8
Bus O & M Facilities	1,700,000	691,208	(1,008,792)	-59.3%	9
Bus and DAR Technology	14,185,076	890,461	(13,294,615)	-93.7%	10
Other Bus Capital	2,214,714	401,170	(1,813,544)	-81.9%	11
South Central Light Rail Transit	-	2,352,316	2,352,316	NA	12
Northwest Phase I Light Rail Transit	5,318,200	2,437,771	(2,880,429)	-54.2%	13
Northwest Phase II Light Rail Transit	-	-	-	0.0%	
Capitol/I-10 West Phase I Light Rail	16,858	11,578	(5,280)	0.0%	
Transit			,		
Northeast Light Rail Transit	-	7,114	7,114	NA	
West Phoenix/Central Glendale Light	-	7,114	7,114	NA	
Rail Transit		•			
50th Street Light Rail Transit Station	-	83,672	83,672	NA	
Bus Rapid Transit	-			NA	
Streets-Other	500,000	500,000		0.0%	
Streets-Pavement Maintenance	11,050,000	10,812,188	(237,812)	-2.2%	
Streets-New & Expanded Streets	1,500,000	435,675	(1,064,325)	-71.0%	
Streets-Mobility & Accessibility			(1,004,020)	-71.0% NA	
Streets-Technology Enhancements			-	NA	
Total Capital Projects	\$64,661,824	- \$42,658,737	- \$(22,003,087)	-34.0%	
	φ07,001,024	ψ τ 2,000,131	ψ(22,003,067)	-34.0%	
Total Expenditures	\$186,785,692	\$157,887,933	\$(28,897,759)	-15.5%	
Total Experiata 65	\$100,000Z	÷::,007,000	<i>q</i> (_0,007,700)	10.0 %	

,	017). Footnotes are as follows:		Budget	Actuals	Amount Over/ (Under Budget)	Percent Over/ Under Budget	Footn
	Ridership decrease	Source of Funds			(onder budget)	onder Buuget	
		Dedicated Sales Tax - T2050	\$204,006,000	\$202,842,480	\$(1,163,520)	-0.6%	
	Regional Dial-a-Ride trips revenue moved to Valley Metro	Dedicated Sales Tax - T2000	164,598,305	175,622,738	11,024,433	6.7%	
	Lower average fare	(remaining fund balance) Local Transportation Assistance	4,300,000	4,241,846	(58,154)	-1.4%	
		Bus Fare Revenue	34,199,809	28,384,294	(5,815,515)	-17.0%	1
	Decrease due to capital projects delayed	Dial-a-Ride Fare Revenue	1,101,674	833,253	(268,421)	-24.4%	2
	Decrease due to capital projects delayed	Rail Fare Revenue Federal Transit Funds	11,600,000 97,728,763	8,658,840 67,285,811	(2,941,160) (30,442,952)	-25.4% -31.2%	3
		Regional Transportation Tax	46,271,796	29,383,474	(16,888,322)	-36.5%	Į
	Increase due to interest from Northwest Extension Phase I repayment from Valley Metro	Other Revenue	10,651,870	14,747,821	4,095,951	38.5%	(
	Budgeted for full year service increase, only partial year implemented	Fund Balance	(108,053,906)	(150,111,015)	(42,057,109)	38.9%	
		Total Revenues	\$466,404,311	\$381,889,542	\$(84,514,769)	-18.1%	
	Savings due to position vacancies	Use of Funds					
	Federal funds over programmed in the budget	Transit Operations					
		Local Fixed Route Bus	\$132,371,921	\$114,543,235	\$(17,828,686)	-13.5%	
	Laveen PNR delayed, bus stop improvements delayed due to extended contract procurement	RAPID Commuter Bus Neighborhood Circulator	4,696,045 3,616,991	4,063,552 3,129,832	(632,493) (487,159)	-13.5% -13.5%	
	South Transit Facility change orders completed in FY 2016-17, originally budgeted	Dial-a-Ride Operations	19,024,778	17,457,789	(1,566,989)	-8.2%	
		Light Rail Operations	31,211,449	28,825,925	(2,385,524)	-7.6%	
	Unused contingency budget	Bus Rapid Transit	-	-	-	NA	
	Project accelerated	Security	8,581,040	8,621,369	40,329	0.5%	
	-	Administration & Support Total Operations	21,285,003 \$220,787,227	18,494,037 \$195,135,739	(2,790,966) \$(25,651,488)	-13.1% -11.6%	
	Right-of-way and signal equipment under budget		φ220,101,221	\$195,135,739	\$(23,031,400)	-11.0%	
	Project accelerated	Debt Service	\$61,050,000	\$61,007,398	\$(42,602)	-0.1%	
	Less costs than anticipated on this project	Capital Projects					
		Bus and Dial-a-Ride Vehicles	\$76,756,366	\$49,311,935	\$(27,444,431)	-35.8%	
	Not originally budgeted for FY 2017	Bus Passenger Facilities Bus O & M Facilities	9,504,442 3,058,648	879,874 4,741,592	(8,624,568) 1,682,944	-90.7% 55.0%	
	Not originally budgeted for FY 2017	Bus and DAR Technology	27,365,053	26,199,341	(1,165,712)	-4.3%	
		Other Bus Capital	12,804,216	5,613,379	(7,190,837)	-56.2%	
		South Central Light Rail Transit	149,358	282,522	133,164	89.2%	
		Northwest Phase I Light Rail Transit	4,474,000 25,000	239,490 87,007	(4,234,510) 62,007	-94.6% 248.0%	
		Northwest Phase II Light Rail Transit Capitol/I-10 West Phase I Light Rail					
		Transit	25,000	19,348	(5,652)	-22.6%	
		Northeast Light Rail Transit	15,000	400,000	385,000	2566.7%	
		West Phoenix/Central Glendale Light Rail Transit	-	35,382	35,382	NA	
		50th Street Light Rail Transit Station	22,190,000	20,249,325	(1,940,675)	-8.7%	
		Bus Rapid Transit	-	-		NA	
		Streets-Other	500,000	446,389	(53,611)	-10.7%	
		Streets-Pavement Maintenance	14,100,000	13,828,029	(271,971)	-1.9%	
		Streets-New & Expanded Streets	6,260,000	553,014	(5,706,986)	-91.2%	
		Streets-Mobility & Accessibility	4,230,000 3,110,000	37,436 2,822,341	(4,192,564) (287,659)	-99.1% -9.2%	
		Straate-Jacphology/Enhancemente					
		Streets-Technology Enhancements Total Capital Projects	\$184,567,083	\$125,746,404	\$(58,820,679)	-31.9%	

The table below includes the projected distribution of funds collected over the next five years. The table does not include actual collections. Please note: Bus Rapid Transit (BRT) capital and operations expenditures are planned to be incurred during this five-year plan; however, the amounts have not yet been programmed, pending the results of the BRT study to begin in FY 2017-18.

Table 4 Five-Year Implementation Plan (FY 2018–2022)

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Source of Funds					
Dedicated Sales Tax - T2050	\$210,700,000	\$221,264,000	\$232,607,000	\$243,535,000	\$255,189,000
Local Transportation Assistance	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000
Bus Fare Revenue	29,504,045	32,366,000	33,337,000	35,604,000	38,808,000
DAR Fare Revenue	1,082,793	1,188,000	1,224,000	1,307,000	1,425,000
Rail Fare Revenue	9,362,027	9,717,000	9,905,000	10,096,000	10,292,000
Federal Transit Funds	57,536,671	33,069,000	34,505,000	51,529,000	34,374,000
Regional Transportation Tax	28,334,124	23,706,000	24,662,000	30,002,000	25,798,000
Other Revenue	9,582,590	10,062,000	9,257,000	8,794,000	8,706,00
Fund Balance	60,047,766	53,548,978	17,637,810	(47,728,545)	(55,055,642
Total Revenues	\$410,450,016	\$389,220,978	\$367,434,810	\$337,438,455	\$323,836,35
Use of Funds					
Transit Operations:					
Local Fixed Route Bus	\$121,943,679	\$125,602,000	\$129,370,000	\$135,669,000	\$139,739,000
RAPID Commuter Bus	4,670,183	4,810,000	4,954,000	5,103,000	5,256,00
Neighborhood Circulator	3,113,456	3,207,000	3,303,000	7,957,000	8,196,00
DAR Operations	19,610,000	20,198,000	20,804,000	21,428,000	22,071,00
Light Rail Operations	32,160,500	33,125,000	34,119,000	35,143,000	36,197,00
Security	9,495,000	9,780,000	10,073,000	10,375,000	10,686,00
Administration & Support	23,263,700		24,681,000	25,421,000	26,184,00
		23,962,000			
Total Operations	\$214,256,518	\$220,684,000	\$227,304,000	\$241,096,000	\$248,329,00
Debt Service	\$64,050,000	\$67,246,000	\$70,608,000	\$74,000	\$
Capital Projects:					
Bus and DAR Vehicles	\$36,798,396	\$31,240,000	\$27,376,000	\$25,475,000	\$33,410,00
Bus Passenger Facilities	11,587,885	3,421,978	3,435,000	3,463,000	3,492,40
Bus O & M Facilities	1,620,378	1,070,000	430,000	400,000	415,00
Bus and DAR Technology	13,466,790	1,840,000	140,000	30,390,000	340,00
	11,692,049	3,129,000	2,101,810	2,120,455	-
Other Bus Capital				2,120,455	2,149,958
South Central Light Rail Transit	16,410,000	29,290,000	3,040,000		500,000
Northwest Phase II Light Rail Transit	150,000	200,000	200,000	250,000	250,00
Capitol/I-10 West Phase I Light Rail Transit	50,000	100,000	200,000	200,000	250,00
Northeast Light Rail Transit	200,000	-	-	-	
Streets-Other	660,000	-	-	-	47.050.000
Streets-Pavement Maintenance	14,810,000	15,500,000	16,300,000	17,100,000	17,350,00
Streets-New & Expanded Streets	12,799,000	9,300,000	9,780,000	9,780,000	10,410,00
Streets-Mobility & Accessibility	8,570,000	4,650,000	4,890,000	5,130,000	5,205,00
Streets-Technology Enhancements	3,329,000	1,550,000	1,630,000	1,710,000	1,735,00
Total Capital Projects	\$132,143,498	\$101,290,978	\$69,522,810	\$96,268,455	\$75,507,35
Total Expenditures	\$410,450,016	\$389,220,978	\$367,434,810	\$337,438,455	\$323,836,35
Fund Balance					
Fund Balance	\$100.400.0C.f	\$400.044.0FC	\$444.000.440	\$150,004,004	#011007.00
- Public Transit	\$182,490,234	\$128,941,256	\$111,303,446	\$159,031,991	\$214,087,63
	1 001 244	2161211	2,161,344	2,161,344	2,161,34
- Streets Total Fund Balance *	1,891,344 \$184,381,578	2,161,344 \$131,102,600	\$113,464,790	\$161,193,335	\$216,248,97

Terminology and Other Methodological Factors

- Accounting Objectives This report is intended to identify overall progress and projected future trends in the T2050 plan, not to provide detailed financial documentation. A detailed accounting, following generally accepted accounting principles, is provided in the city's comprehensive annual financial reports for fiscal years 2015-16 and 2016-17. Past expenditures, future costs and revenue collections are included as an aid to assess the plan's plan progress and outlook. These figures should not be interpreted as an official, year-by-year financial accounting record.
- Data Consistency In preparing this report, every effort is made to use data that is consistent with other documents publishing similar data. However, because these reports are issued at different times and serve different purposes, each report may not contain the same set of data presented as other reports. Therefore, minor differences in the data may be present.

- Nominal vs. Real Dollars Revenue and expenditure projections are expressed in "year of expenditure" (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year (nominal dollars). Therefore, there is no correction or discounting for inflation, this is accounted for separately when comparing project costs and revenues.
- Public Transit Expenditure Reporting The T2050 program includes all city of Phoenix public transit capital and operating expenses. Accordingly, all public transit capital and operating expenditures are reported. These expenditures reflect total costs and include all funding sources to offset those costs, including T2050 sales tax, federal and regional public transit funds, farebox revenues and other public transit revenue sources.
- Streets Expenditure Reporting The T2050 plan includes only a small portion of the city's overall street transportation activities, so only T2050 funded street improvement expenditures are reported. Expenditures funded by other resources such as the Arizona Highway Users Revenue Fund (AHUR), the Capital Construction Fund (CCF), and other street transportation revenue sources are not in the report.

