



Phoenix 2050 Transit Tax Proposal

- Tax Impacts
- General Plan
- Revenue Sources



Overview

34 year City of Phoenix transit plan

- Triples Light Rail (LR) miles
- Expands bus and bus RAPID transit (BRT)
- Doubles budget for road repairs
- 117 miles designated high capacity transit (HCT); open-ended



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TPT Rate Proposal

Current Rate

0.4 cents

*effective 2000, expires 2020

Rev thru 2050

\$9.9B

Proposed Increase

0.3 cents

Rev thru 2050

\$6.8B

New Proposed Rate: 0.70

\$16.7B total TPT rev

new rate begins 1/1/16

Phoenix retail TPT rate: 8.60

*.3 cent tax stops at \$10,000 single purchase

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Comparing the Plans

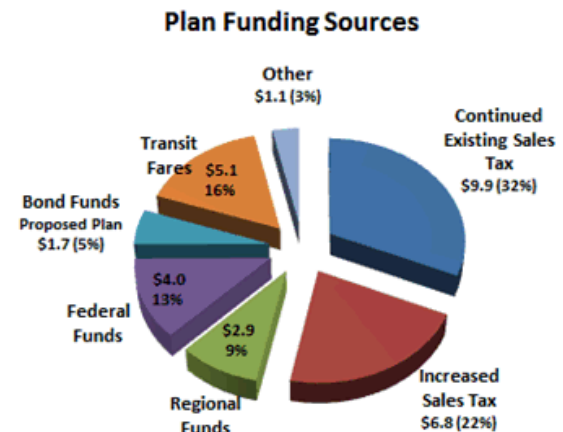
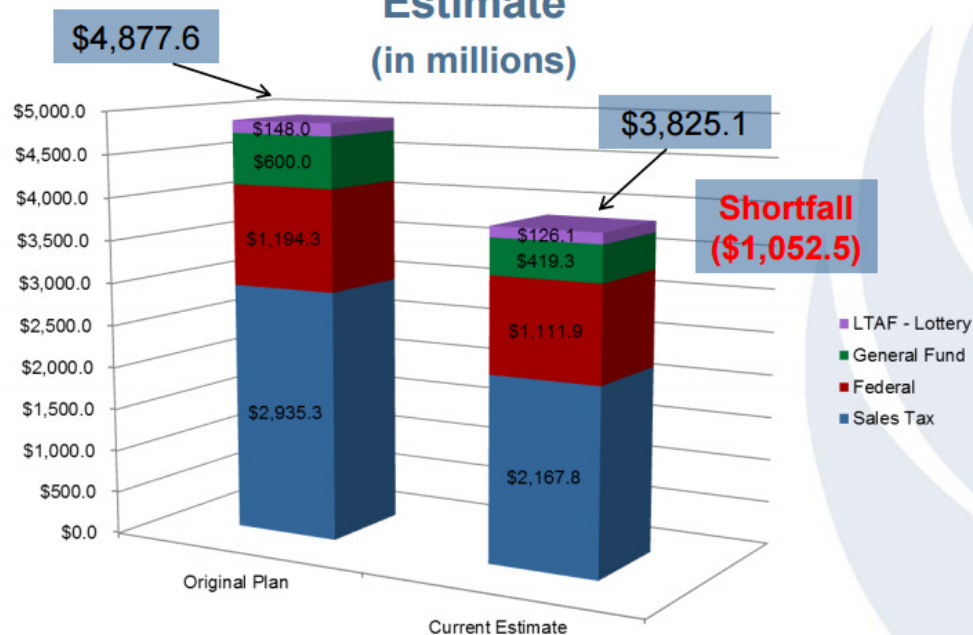
| <u>Transit 2020</u> | <u>Source</u> | <u>Transit 2050</u> |
|---------------------|------------------------|---------------------|
| \$4.9B | Total projected | \$31.5B |
| \$3.8B | Actual revenue | - |
| \$2.9B | TPT | \$16.7B |
| \$1.1B | Federal | \$4.0 |
| \$420m | General Fund | \$0 |

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2020 vs 2050

20-Year Program Revenues – Plan vs. Current Estimate (in millions)



TRANSPORTATION
2050
For educational purposes only

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Expenditure Breakdown

| Category | M&O | Capital | Total |
|---------------------|-----------------|----------------|-----------------|
| Existing Services | \$12,306 | \$1,625 | \$14,000 |
| Expanded bus | \$4,100 | \$489 | \$4,589 |
| Approved LR | \$866 | \$2,217 | \$3,083 |
| HCT | \$625 | \$3,019 | \$3,644 |
| Future BRT | \$576 | \$94 | \$670 |
| Infrastructure | \$30 | \$238 | \$268 |
| Street Improvements | \$0 | \$2,308 | \$2,308 |
| Debt Service | \$2,484 | \$0 | \$2,484 |
| TOTAL | \$21,477 | \$9,990 | \$31,467 |

in millions

- \$6.6B for total projected new LR costs; \$161m/mile
- \$640m for downtown circulator/streetcar

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Key Provisions

- 41mi LR money, 18mi approved by City Council
 - Capitol extension (3 mi) 2023
 - I-10 west to 79th Ave (8 mi) 2023
 - NW extension; connect 19th Ave to Metrocenter (1.9mi) 2034
 - S. Central; connect downtown to Baseline (5mi) 2034
- 117mi of HCT: 24mi of LR, BRT, streetcar
 - Camelback, 19th Ave to 43rd Ave to GCU (3 mi)
 - NE extension to PV mall (~10 mi)
 - Downtown circulator (streetcar?)
 - Connect Metrocenter Mall to ASU West (6mi)
- BRT: Baseline, Bell, Thomas, 19th Ave, 24th St (75 mi)
- Double budget for road repair
- No highway money

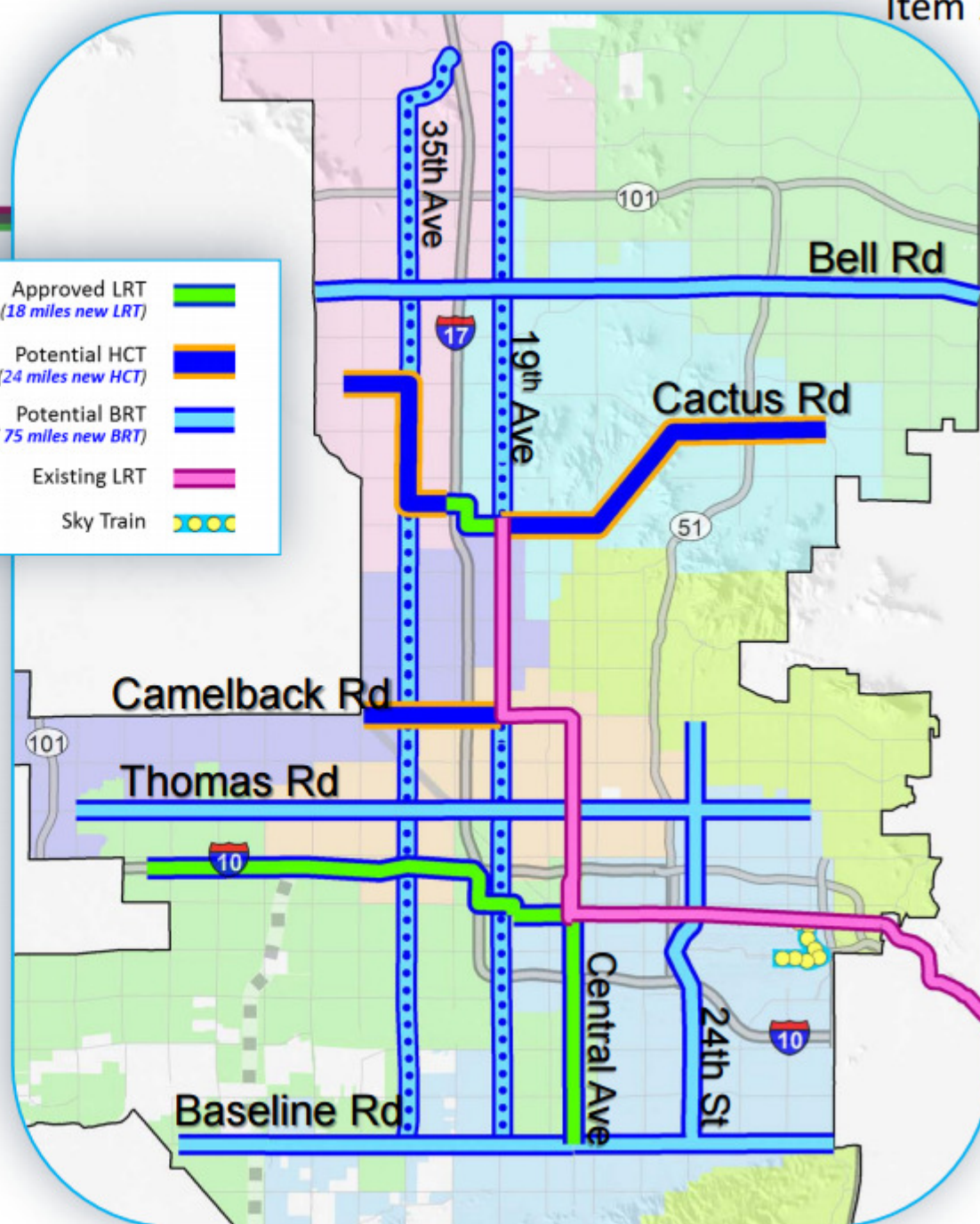
High Capacity Transit:

▪ 117 new miles

18 miles of Council approved light rail,

24 miles of high capacity transit that could be rail, bus rapid transit, or streetcar,

75 miles of bus rapid transit





Other Provisions

- Council conditionally approved annual \$16m for Police
- 1150 mi new bike lanes
- 135 mi new sidewalks
- 2000 streetlights
- Scope of the NE extension curtailed
- Utility relocation costs included
- Citizens committee to oversee expenditures
- Increased security, tech & ADA upgrades



Finer Points

- \$1.8B of the \$4B in Fed funds are for bus/dial-a-ride, remainder for LR
- \$1.7B in bond monies leverages TPT
- \$1.1B in “other”: lottery, interest, advertising
- “Regional” money: Prop 400/500, proposal allows increased access to these funds



Questions?

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