



City of Phoenix

Citizens Transportation Committee

Meeting Packet

Thursday, June 25, 2026

5:00PM

Meeting Location:
Public Transit Building
302 N. 1st Avenue
Phoenix, Arizona 85003

phoenix.gov



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

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITY OF PHOENIX CITIZENS TRANSPORTATION COMMISSION** and to the general public, that the **CITIZENS TRANSPORTATION COMMISSION** will hold a meeting open to the public on **June 25, 2026, at 5:00 p.m.** The meeting will be open to attend in-person, virtual or phone participation.

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

OPTIONS TO ACCESS THE MEETING

Attend the meeting in-person:

Public Transit Building
302 N. 1st Avenue
Conference Room 7A on the 7th Floor

Watch live at this link: [Citizens Transportation Commission Meeting - June 2026](#)

Webex Meeting Information:

Webinar number: 2340 113 0873
Webinar password: zMPMMQm3Z42

Join by phone: Dial 602-666-0783 and use access code 2340 113 0873.

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

Contact: Bevey McCloud at 602-534-6192 or bevey.mccloud@phoenix.gov by:

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

The agenda for the meeting is as follows:

1.	<u>Call to Order</u>	Chair Moody
2.	<u>Chair Announcements</u>	Chair Moody
3.	<u>Approval or correction of the minutes for the April 23, 2026, meeting.</u> This item is for approval.	Commission Members
4.	<u>T2050 Major Streets Program Update</u> This report provides the progress of the T2050 Major Street Program and requests a recommendation for approval. This item is for discussion and possible action.	Street Transportation Department

5.	<p><u>Road Safety Action Plan Update</u></p> <p>This report provides an update on the progress of the implementation of the Road Safety Action Plan.</p> <p>This item is for information only.</p>	Street Transportation Department
6.	<p><u>October 2026 Proposed Bus Service Changes</u></p> <p>This report provides information on the proposed October 2026 bus service changes, microtransit implementation, related public outreach efforts and requests a recommendation for approval.</p> <p>This item is for discussion and possible action.</p>	Public Transit Department
7.	<p><u>T2050 Long-Term Performance Metrics Report</u></p> <p>This report provides information to the Citizens Transportation Commission on the Phoenix Transportation 2050 five-year performance metrics from January 2021 – December 2025.</p> <p>This item is for Information only.</p>	Public Transit and Street Transportation Departments
8.	<p><u>Public Transit and Street Transportation Department Updates</u></p> <p>Staff will present informational reports on topics of interest to the Commission.</p> <p>This item is for information and discussion.</p>	Public Transit and Street Transportation Departments
9.	<p><u>T2050 Financial Update</u></p> <p>This report provides an overview of collected sales tax revenues for the current fiscal year, total life-to-date, and the current year program expenditures.</p> <p>This item is for information only.</p>	Report Only
10.	<p><u>Upcoming T2050 Related Public Meetings and Events</u></p> <p>This report lists upcoming T2050 related public meetings and events hosted by the Public Transit and Street Transportation Departments, along with Valley Metro.</p> <p>This item is for information only.</p>	Chair Moody
11.	<p><u>Call to the Public</u></p> <p>This item provides an opportunity for the public to make comments for consideration by the Commission. Action taken from public comment will be limited to directing staff to study the matter or scheduling for further consideration.</p>	Chair Moody
12.	<p><u>Request for Future Agenda Items</u></p> <p>Commissioners may request follow-up or future agenda items and additional information.</p>	Commission Members

13.	<u>Next CTC Meeting – August 27, 2026, at 5:00 p.m.</u>	Chair Moody
14.	Adjournment	Chair Moody

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

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

June 22, 2026

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
MEETING MINUTES
April 23, 2026**

Public Transit Building
302 N. First Avenue/Webex

Commissioners Present	City Staff Present	City Staff Present (Cont.)
David Moody (Chair)	Albert Crespo	Leticia Vargas
Clark Princell (Vice-Chair)	Anthony Rios-Gurrola	Martin Jude Suarez
Christina Panaitescu	Barbara Paez	Nichol Schrum
Darlene Vallo	Bevey McCloud	Nickolas Valenzuela
David Steinmetz	Brian Fellows	Roberto Valentin
Joan Berry	Briiana Velez	Samantha Hacker
Lisa Perez	Carmen DeAlba	Sarah Brown
Luke Douglas	Christina Hernandez	Sasha Perez
Mike Huckins	Freddy Cruz	Scott Johnson
	Lt. J. Abernathy	Selena Muñoz
Absent	Jesús Sapien	Sina Matthes
Ellie Perez-Pawloski	Joe Bowar	Stefan Slater
Jack Leonard	Jolynn Coleman	Tony Motola
Lina Bearat	Juanita Carver	
Sanjay Paul	Kevin Teng	Public Present
	Les Scott	Jennifer Bixby, AECOM
		Nicole Sanderson
		Ted Chamberlain

1. Call to Order
Chair Moody called the meeting to order and reviewed meeting procedures, including microphone muting, stating names for motions, and public comment rules.
2. Chair Announcements
Chair Moody announced the appointment of Commissioner Christian Bearden and the reappointments of several commissioners.
3. Approval or correction of the minutes from the March 26, 2026, meeting
A motion to approve the minutes was made by Commissioner Mike Huckins and seconded by Commissioner Luke Douglas. The motion passed unanimously.
4. Mobility Improvements Program Update
Public Transit Director Jesús Sapien introduced the item, and Brian Fellows presented the update on behalf of the Street Transportation Department which included:

- Safety and accessibility prioritization for pedestrians, bicyclists, wheelchair users, and e-scooter riders.
- 39 mobility areas identified across the city using crash data, zero-car households, poverty levels, and public transit use.
- 328 candidate projects evaluated using a 100-point rubric (safety, connectivity, constructability, cost, public input).
- Equity-Based Transportation Mobility (EBTM) program supplements T2050 with \$12.45M in GO Bond funds.
- Combined mobility investment for FY27–FY31: approximately \$18.1 million.
- Target completion for EBTM-funded work: December 31, 2028.

Action Taken: A motion to approve the FY2027–FY2031 T2050 Mobility Improvements Program was made by Chair Moody and seconded by Commissioner Mike Huckins. Motion passed unanimously.

5. October 2026 Proposed Bus Service Changes

Public Transit Director Jesús Sapien introduced the item. Program Manager Sarah Brown and Principal Planner Kevin Teng presented the proposed October 2026 service changes

Staff presented an overview of Project EASE (Effective Access Solutions for Easing congestion), a federally funded initiative to ease traffic congestion through (1) implementing three microtransit zones connecting neighborhoods to high-capacity transit, (2) enhanced, bi-directional commuter bus (Rapid) service, and (3) future microtransit fare integration in the regional app. The total budget is ~\$16M (FHWA grant ~\$13M, ~\$3M T2050 match). Microtransit (with a proposed name of PHXLink) will be an on-demand service, use accessible vans with virtual stops, and charge a \$2 flat fare with discounted eligibility per existing policies. The overall project timeline is three years, per the grant’s period of performance.

Proposed zones:

- North (Union Hills–Happy Valley; 51st Ave–16th St) connecting to I 17 Rapid;
- West (McDowell–Camelback; 75th–107th Ave) connecting to I 10 West Rapid;
- and South (Elliot–Broadway; 59th Ave–Central Ave) connecting to light rail.

Rapid enhancements add bidirectional and midday trips on I-17 Rapid (Happy Valley, Deer Valley, Thelda Williams Transit Center to/from Downtown) and I-10 West Rapid (79th Avenue P&R and Desert Sky Transit Center to/from Downtown).

Public outreach will occur in May and June; staff will return to the Commission seeking approval, followed by Council action after the summer break; launch is targeted for October 26, 2026.

Commissioner Darlene Vallo emphasized safety as a top priority. Commissioner David Steinmetz asked about funding separation and vehicle accessibility; staff confirmed microtransit and Rapid enhancements are separately funded by the grant and T2050, vehicles will be accessible, and each zone will stage four active vehicles plus one standby, with flexibility to shift vehicles by demand.

This item was presented for information and discussion only. No action was taken.

6. Public Transit and Street Transportation Department Updates

Public Transit Director Jesús Sapien reported strong event operations for the Women's Final Four, including a 19% ridership increase over event days (primarily light rail), and noted continued ridership growth across modes. He shared takeaways from APTA legislative visits in Washington, D.C. and remarked that rising gas prices make transit an increasingly attractive value.

Light Rail Administrator Nick Valenzuela reported the last major construction element at the Central and Southern intersection is complete; Baseline Park-and-Ride shade canopies will be finished this fall; ongoing warranty/punch-list work continues. For CAPEX closeout, subsurface utility exploration pothole refills and encasing tail tracks on Jefferson and Washington will begin May 4 and May 11, respectively. Work is underway with Valley Metro on the West Phoenix Extension schedule and community engagement along the future Indian School Corridor.

Street Transportation Director Briiana Velez highlighted Bike to Work Day participation and announced two engagement opportunities: the Dobbins Road preliminary design open house (Wednesday, April 29, 5:00–6:30 p.m., Laveen Community Center near 35th Avenue and Baseline), and the Midtown Core Transportation Study (virtual meeting Thursday, May 7, 6:00 p.m.; survey open through May 29). The Midtown study area is 19th Avenue to 16th Street; McDowell Road to Dunlap Avenue and will include reverse lanes evaluation.

7. Monthly Ridership Update

Report provided. No discussion.

8. T2050 Financial Update

Report provided. No discussion.

9. Upcoming T2050 Meetings & Events

Report provided. No discussion.

10. Call to the Public

No public comments.

11. Future Agenda Items

None received.

12. Next Meeting

The next meeting is scheduled for May 28, 2026, at 5:00 p.m.

13. Adjournment

The meeting was adjourned at 5:41 p.m.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Frank McCune
Deputy City Manager

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

SUBJECT: T2050 MAJOR STREETS PROGRAM UPDATE

This report provides an update to the Citizens Transportation Commission (CTC) on the Transportation (T2050) Major Streets Program, specifically reviewing the current and proposed five-year Major Streets Program for Fiscal Year (FY) 2026-31.

BACKGROUND

The T2050 New and Expanded Major Streets Program (Major Streets Program) is one of four core Street Transportation programs established through the voter-approved Proposition 104 initiative in 2015. The program was created to ensure the arterial roadways optimally serve the multimodal transportation needs of Phoenix, including vehicles, pedestrians, bicyclists, transit riders, and other roadway users. By transforming traditional roadways into complete streets, the program enhances public safety, reduces traffic congestion, and supports sustainable economic growth across the City.

Attachment A details the T2050 financial commitment roadmap for the program and not the total project cost, including:

- FY 2026 (Currently Programmed): \$18,644,799 for project design, right-of-way acquisition, and construction phases.
- FY 2027-2031 (Proposed Five-Year Plan): \$70,076,264 programmed for project design, right-of-way acquisition, and construction phases.

These projections reflect the department's commitment to the long-term enhancement and improvement of the City's roadway infrastructure, aligning project delivery with projected sales tax revenues and strategic priorities.

FY 2026 PROJECT UPDATES

Below are a list of 7 key T2050 Major Streets projects that are in active design or construction with a description of the planned improvements:

- BUILD Grant – 35th Avenue (I-10 to Camelback Road): Multimodal corridor improvements, including enhanced pedestrian lighting, sidewalk upgrades, and transit access improvements funded via the federal *Better Utilizing Investments to Leverage Development* (BUILD) program.
- CRISI Grant – 19th Avenue & McDowell Road / 43rd Avenue & Camelback Road: Major rail-highway crossing mitigation and safety technology installations

that will benefit all roadway users funded through the Consolidated Railroad Infrastructure and Safety Improvements (CRISI) program to reduce vehicle-train conflicts.

- SS4A Grant – ReVISIONing Indian School Road (91st to 39th Avenues): A transformative safety corridor initiative utilizing *Safe Streets and Roads for All* (SS4A) funding to implement multi-modal safety enhancements along a historically high-injury arterial. The safety improvements include new pedestrian High-Intensity Activated Crosswalk (HAWK) crossings, traffic signal and intersection modernizations, Americans with Disabilities Act (ADA) improvements, improved transit connections, added shading, access management, and streetlighting. The project also incorporates the use of residential frontage roads to provide bicycle and pedestrian facilities that connect residential areas to nearby commercial centers.
- 56th Street (Thomas Road to Indian School Road): Street modernization project focused on standardizing lane widths, adding a continuous multi-use pathway for both pedestrians and bicyclists, and improving ADA accessibility to connect residential areas to commercial centers.
- Southern Avenue (51st Avenue to 37th Lane): Capacity and safety expansion project, including pavement rehabilitation, new bicycle facilities, and intersection signal upgrades to handle increasing traffic volumes.
- Rio-Reimagined Bike/Ped Bridge: Design and alignment updates for the signature non-motorized multi-use bridge over the Salt River, connecting regional trail networks and promoting active transportation funded via RAISE 22-*Rebuilding American Infrastructure with Sustainability and Equity* program.
- Van Buren Street (7th to 24th Streets): Street improvements aimed at transforming an urban arterial into a pedestrian-friendly commercial corridor with shade trees, accessible sidewalks and ADA ramps, traffic signals, and pedestrian crossing safety improvements.

OPPORTUNITIES & STRATEGIC LEVERAGING

It is important to emphasize that the City's budgetary capacity to deliver major roadway projects relies heavily on development projects and external grants. After advancing \$200M of T2050 funds to implement the City Council-approved Accelerated Pavement Program (APMP), the T2050 Major Streets Program is fiscally constrained by the debt service currently being repaid for the next 12 years, estimated at \$20M per year. During the APMP, from FY2019-2023, the City of Phoenix successfully completed mill and overlay projects on 240 miles of City major and arterial streets, while continuing to deliver a robust rehabilitation and preservation plan to local streets. In total, over 1,775 miles of City streets were treated during this time. Due to ongoing debt service payments, the T2050 Major Streets Program has limited local funding for major street projects, as shown in the outer three years of the program, FY 2029-2031. As such, the Street Transportation Department aggressively focuses on leveraging local City funds and T2050, with regional, state, and federal funding opportunities to maximize the impact of the available budget.

Alternative Funding Mechanisms:

To maximize the impact of every local dollar, the department successfully capitalizes on several diversified funding streams:

- Development Impact Fees: Assessed new private developments to ensure growing areas pay for their proportional share of necessary roadway expansions.
- SRP Aesthetic Funds: Partnering with the Salt River Project to secure dedicated funds for beautification and improvements along the canal system.
- Community Project Funds: Actively pursuing federal congressional earmarks targeted toward highly specific, localized infrastructure needs.

Federal Grant Success:

Through strategic leveraging of T2050 funds as local matching funds, the City has significantly expanded its capacity to deliver multimodal transportation and major streets projects by successfully competing for competitive federal discretionary grants.

Key Success Metric: In January, the city was awarded a \$25M FY2025 Safe Streets and Roads for All (SS4A) implementation grant. This marks the *fourth consecutive* award the City has received through the SS4A program — a prominent discretionary grant opportunity funded through the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) to reduce high-injury and fatality incidents nationwide.

This consistent federal recognition demonstrates how leveraging strategies continue to stretch the City's local tax dollars, allowing Phoenix to advance critical transportation infrastructure Citywide that would otherwise outpace local funding capacities. **Attachment B** provides a comprehensive list of T2050 Major Street projects that currently benefit from these regional, federal, and private contributions.

RECOMMENDATION

Street Transportation Department recommends approval of the five-year T2050 Major Streets Capital Improvement Program for FY 2027-31.

ATTACHMENTS

- A. The Current and Proposed T2050 Major Streets Program Financial Roadmap (FY 2026-31)
- B. Current Major Streets Projects Intergovernmental Matrix: Regional, Federal, and Other Partnering Funds

ATTACHMENT A: CURRENT AND PROPOSED T2050 MAJOR STREETS PROGRAM FY (2026-2031)*

PROJECT NUMBER	DESCRIPTION	FY26	FY27	FY28	FY29	FY30	FY31	TOTAL SUM OF AMOUNT
ST85100131	UNDETERMINED MAJOR STREETS		\$6,194,450	\$724,000	\$300,000	\$300,000	\$300,000	\$7,818,450
ST85100379	91ST AVE: LOWER BUCKEYE RD TO BUCKEYE RD (PA)					\$100,000		\$100,000
ST85100408	T2050 43RD AVE: VIRGINIA TO GRAND CANAL		\$70,000					\$70,000
ST85100409	T2050 BUCKEYE RD: 67TH AVE - 59TH AVE	\$124	\$16,338					\$16,462
ST85100411	T2050 LOWER BUCKEYE RD: 27TH AVE - 19TH AVE	\$295,000	\$8,526,000					\$8,821,000
ST85100452	CRISI RAILROAD IMPROVEMENTS 2 LOCATIONS	\$503,500	\$4,489,001					\$4,992,501
ST85140057	SOUTHERN AVE: 51ST AVE - 37TH LN		\$3,954,674	\$1,977,337	\$1,977,337	\$1,977,337	\$1,977,337	\$11,864,022
ST87100170	RSP 32ND ST: SHEA BLVD TO CHOLLA ST MEDIAN ALT	\$523,000	\$196,000					\$719,000
ST87210047	56TH ST: THOMAS RD TO INDIAN SCHOOL RD	\$755,779	\$229,221					\$985,000
ST87210048	T2050 32ND ST & THOMAS RD EARMARK	\$59,500	\$420,000					\$479,500
ST85160015	T2050 HSIP STREETLIGHTS CITYWIDE	\$57,913	\$2,611,087					\$2,669,000
ST87600132	WESTERN CANAL: 4TH AVE - 24TH ST	\$14,000	\$5,972,986					\$5,986,986
ST87600136	20TH ST BICYCLE CORRIDOR IMPROVEMENTS	\$140,000	\$3,997,000					\$4,137,000
ST87600140	RAISE BIL RIO-REIMGND BIKE PED BRIDGE	\$38,070	\$5,117,000					\$5,155,070
ST89320161**	VAN BUREN ST: 7TH ST - 24TH ST	\$185,369	\$5,827,375	\$1,000,000				\$7,012,744
ST89320180**	RSAP BIL INDIAN SCHOOL RD: 91ST - 39TH AVE			\$1,500,687				\$1,500,687
ST89320195**	HSIP RSAP HAWK 26TH ST & THOMAS RD	\$3,000	\$77,000	\$100,000				\$180,000
ST89320196**	HSIP RSAP TRAFFIC SIGNAL MODS 3 LOCATIONS	\$4,000	\$196,000	\$600,000				\$800,000
ST87500053**	COLTER ST: 15 AVE - 20TH ST BK PED IMP	\$39,617	\$3,641,383					\$3,681,000
ST89330252**	T2050 HAWK SIGNAL 10 LOCATIONS	\$2,808,345	\$816,560					\$3,624,905
ST89330268**	RSAP T2050 FY21 HWKS (12 LOCATIONS) HSIP	\$300,000	\$700,000					\$1,000,000
ST89340584**	RSAP THOMAS RD TO INDIAN SCHOOL RD SGNL UPGRD	\$623,060	\$87,000					\$710,060
ST89340634**	BUILD 35TH AVE: I10 TO CAMELBACK RD	\$11,540,259	\$2,275,741					\$13,816,000
ST89340644**	RSAP/HSIP COP: VARIOUS LOCATIONS	\$197,263	\$1,066,413	\$316,000				\$1,579,676

ST89340660**	7TH ST FIBER ENHANCEMENT	\$524,000	\$445,000					\$969,000
ST89360039**	LOWER BUCKEYE RD TO MCDOWELL RD: 91ST AVE - 83RD AVE	\$33,000						\$33,000
GRANT TOTAL		\$18,644,799	\$56,926,229	\$6,218,024	\$2,277,337	\$2,377,337	\$2,277,337	\$88,721,063

* Projects funded in the T2050 Major Streets Program may also include other program funds (i.e., Arizona Highway User Revenue (AHUR), Capital Construction Funds (CCF), Federal, or Impact Fees, etc. This list constitutes ONLY T2050 program funds.

** Project is identified as both a Safety and Major Streets Project.

ATTACHMENT B
CURRENT MAJOR STREETS PROJECTS WITH VARIOUS FUNDS

PROJECT NUMBER	PROJECT NAME	REGIONAL/STATE/FEDERAL/OTHER PARTNERING FUNDS
ST89340634	BUILD 35th Avenue- Camelback Road	Better Utilizing Investments by Leveraging Development (BUILD) & MAG Arterial Rehabilitation and Reconstruction Program (ARRP)
ST85100452	Railroad and Safety Improvements - 19th Avenue and McDowell Road & 43rd Avenue and Camelback Road	Consolidated Railway Infrastructure and Safety Improvements (CRISI)
ST89320180	Revisoning Indian School Road: 91st - 39th Avenues	Safe Streets for All (SS4A) funding and MAG Regional Area Roadway Funds (RARF) Prop 479
ST87600136	20th Street-Bicycle Corridor Improvements	Maricopa Association of Governments (MAG) Transportation Alternative (TA) Funds
ST87210047	56th Street: Thomas Road to Indian School Road	MAG TA Funds
ST85100411	Lower Buckeye Road: 27th - 19th Avenues	MAG Arterial Widening Program (AWP)
ST87600132	Western Canal: 4th Avenue - 24th Street	Salt River Project (SRP) Aesthetic Funds
ST85100452	Railroad and Safety Improvements - 19th Avenue and McDowell Road & 43rd Avenue and Camelback Road	Consolidated Railway Infrastructure and Safety Improvements (CRISI)
ST85140057	Southern Avenue: 51st Avenue - 37th Lane	Maricopa Department of Transportation (MCDOT) Inter-Governmental Agreement and MAG Arterial Life Cycle (ALCP) Funds
ST87600140	RAISE BIL Rio-Reimagined Bike Ped Bridge	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
ST89320161	Van Buren Street: 7th - 24th Streets	MAG TA Funds and MAG ARRP Funds
ST87210048	32nd Street & Thomas Road	Community Project Funds (CPF)/Earmark

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Frank McCune
Deputy City Manager

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

SUBJECT: STREETS ROAD SAFETY ACTION PLAN UPDATE

This report provides the Citizens Transportation Commission (CTC) with an update on the Road Safety Action Plan and other road safety initiatives.

BACKGROUND

On Sept. 7, 2022, Phoenix City Council unanimously approved the comprehensive Road Safety Action Plan - Moving to Vision Zero. The Road Safety Action Plan (RSAP) is a comprehensive road safety plan applying a data-driven, decision-making process to identify and prioritize transportation safety improvements with a "Five E's" approach (Evaluation, Education, Engineering, Enforcement, and Equity). Phoenix's efforts on the RSAP align with the framework of a Vision Zero Action Plan, with its emphasis on meaningful community engagement, equity, and data-driven, systems-based strategies to improve road safety for all Phoenixians. The RSAP vision is clear: to ultimately reduce the number of traffic fatalities and serious injuries to zero by 2050.

City Council approved the allocation of \$10 million per year for implementation of the RSAP, with \$3 million allocated from the City's General Fund, \$2 million from T2050 funds, and \$5 million from the Highway User Revenue Fund (HURF).

ROAD SAFETY ACTION PLAN UPDATE

Since the approval of the RSAP through 2025, the City has made significant progress in delivering 180 identified transportation safety projects and received awards of \$59,197,926 in grant funding for various safety initiatives. The first annual report for the RSAP was completed in April 2024, and it covers the work that was completed from the beginning of the plan in September 2022 through December 2023. 64 identified safety projects were completed, and \$32,281,986 in grants were received. In 2024, the City also made progress in delivering over 38 additional transportation safety projects and received grant funding of \$2,747,940 for various safety initiatives (**Attachment A**). In 2025 the RSAP completed 78 safety related projects and received \$24,168,000 in safety grants.

Each year, the Street Transportation Department (Streets) creates a RSAP annual report to serve as a benchmarking tool for both City staff and the public to track transportation safety and crash trends in Phoenix. The report highlights where the City has met or exceeded its performance measures and where additional progress is needed. The report analyzes crash data to better understand how the programs and strategies outlined in the RSAP influence trends and help reduce fatal and serious injuries.

Overall, serious injury crashes have decreased from 2015 to 2024, even as the population has grown. However, the number of fatal crashes increased from 2015 to 2022, followed by a decline from 2022 through 2025 (**Attachment B**).

The 2025 annual report will include the second biennial update of the High Injury Network (HIN) using the most recent data available (2018 to 2024) to remap the intersections and roadway segments that see the most fatal and serious injury crashes (**Attachment C**). Phoenix has seen a decrease of 22 HIN signalized intersections (46 current intersections) and a 1.7 mile reduction of identified HIN segments (31.9 current miles over 81 segments) since the original HIN. The unsignalized intersections category was established in the previous HIN with 5 intersections and has increased to 11 intersections in the most recent HIN. The annual report also looks ahead at the projects and programs that are coming in the near future as the City continues to improve roadway safety to achieve Vision Zero. We are currently working on the 2025 RSAP annual report and plan to have it finalized in late summer of this year.

OTHER ROAD SAFETY INITIATIVES

Streets manages several additional programs and initiatives to address road safety concerns and improve traffic management. One of these is neighborhood traffic mitigation, which uses tools such as signage, striping, and speed cushions or humps to reduce speeding and discourage cut-through traffic. Residents can also request Safety Yard Signs to display in their yards as a reminder for drivers to slow down.

The City also conducts access control reviews for new developments to improve safe entry and exit by limiting certain turning movements and promoting safer traffic patterns. As part of ongoing pavement preservation, lane narrowing is evaluated when striping is replaced after pavement treatments. This may include adding dedicated bike lanes or bike lane buffers to enhance bicycle safety and encourage lower vehicle speeds.

The City currently operates 1,236 traffic signals, many of which do not meet current national standards. To modernize these, Streets undertakes signal improvement projects each year. These projects typically involve the installation of new traffic signal heads for each through lane, enhanced intersection lighting with streetlight fixtures at crosswalks, emergency vehicle preemption, vehicular video detection, CCTV cameras, ADA accessibility upgrades, and improved signal-related signage. A key aspect of these modernization efforts is the addition of individual signal heads for each lane. This safety feature has been shown to improve driver compliance with traffic signals and reduce the occurrence of red light running, which is a major cause of severe crashes, particularly angle or left-turn collisions, which are often the deadliest types of crashes.

In 2023, City Council approved extending the duration of the yellow light at signalized intersections as a study determined that longer yellow-light timing reduced the frequency of red-light running incidents. To date, Streets has extended the yellow-light timing at approximately 60% of the signalized intersections. In addition, Streets has also expanded the use of Flashing Yellow Arrows (FYAs) at signalized intersections. These arrows address a common cause of fatal crashes, which is drivers failing to yield while making left turns and colliding with oncoming traffic. Studies have shown that FYAs help to improve safety and reduce vehicular delays.

To enhance pedestrian safety, Streets has installed many HAWK pedestrian signals at high-risk crossing locations. To date, we have 114 active HAWK locations throughout the City. In response to feedback from residents, the activation process for these signals has been streamlined to improve user experience and compliance. HAWK signals now activate immediately after the pedestrian button is pressed, rather than waiting for the end of the current signal progression, unless there is a conflict with traffic flow. This change significantly reduces wait times for pedestrians, making crossings safer.

Streets has also been evaluating opportunities to implement more Leading Pedestrian Intervals (LPI) at appropriate signalized intersections. A LPI allows pedestrians to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green light. This allows pedestrians to be more visible in the crosswalk before vehicles have the ability to turn right or left, which reduces conflicts between them. To date, LPI has been implemented at 35 signalized intersections, with the plan to implement it at additional intersections over the next year. High Visibility Crosswalks are also being incorporated into our roadway network to provide better awareness of pedestrians in crosswalks.

General Obligation Bond funding is also being utilized to modernize 15 Traffic Signals and install 2 new traffic signals, 5 HAWKS, 1 circular flashing beacon, and enhanced roadway lighting along 9 roadway segments. These projects all align with safety needs identified within the RSAP.

The 2022 Safe Streets and Roads for All grant, which was completed last year, developed a Pedestrian High-Risk Network and the Speed Limit Setting Study to supplement the RSAP and the HIN. The Pedestrian High-Risk Network identified areas with higher probability pedestrian-involved collisions and developed tools to select safety strategies to reduce those risks. The Speed Limit Setting Study provides a data driven process for selecting appropriate speed limits to account for all roadway users.

The Photo Safety program also kicked off earlier this year to enhance safety through enforcement with 17 speed-monitoring cameras placed throughout the City. The Photo Safety program aims to reduce speeds on major arterial corridors and school zones. Photo enforcement programs have been recognized by the FHWA as an effective countermeasure for speeding behaviors. The program was approved by City Council in October 2024.

Additionally, the implementation of network communication technologies has enhanced real-time traffic management. This system helps reduce congestion and the risk of rear-end collisions caused by unexpected traffic backups. Streets is continuing to expand the fiber communication network, which improves connectivity between traffic signals and the Traffic Management Center, enabling a more responsive approach to incidents and events within the transportation system.

Trends in big data and artificial intelligence safety analysis are also being incorporated in many of the grant applications. Near-miss technology to predict vehicular collisions involving vehicles, pedestrians, and cyclists has been included in grants awarded. Big data analytics have been included in grant applications to inform vehicle, pedestrian, and cyclist traffic volumes.

CONCLUSION

By focusing on engineering, education, and enforcement safety strategies, the City has seen a 15% reduction in fatal and serious injury crashes from the baseline Road Safety Action Plan data. Evaluation and equity efforts have resulted in over \$59,197,926 safety grants awarded to the City. However, crashes involving pedestrians, motorcyclists, aggressive driving, nighttime, angle, and left-turn collisions remain persistent and of top priority.

RECOMMENDATION

Staff recommends that the CTC approve the continued allocation of \$2 Million annually in T2050 funds for implementation of the Vision Zero Road Safety Action Plan.

ATTACHMENTS

- A. 2024 RSAP Annual Report (previous year's report)
- B. KSI Related Collisions 2020-2024
- C. 2020-2024 High Injury Network Map

ATTACHMENT A



2024 ANNUAL REPORT



City of Phoenix
STREET TRANSPORTATION DEPARTMENT
October 2025

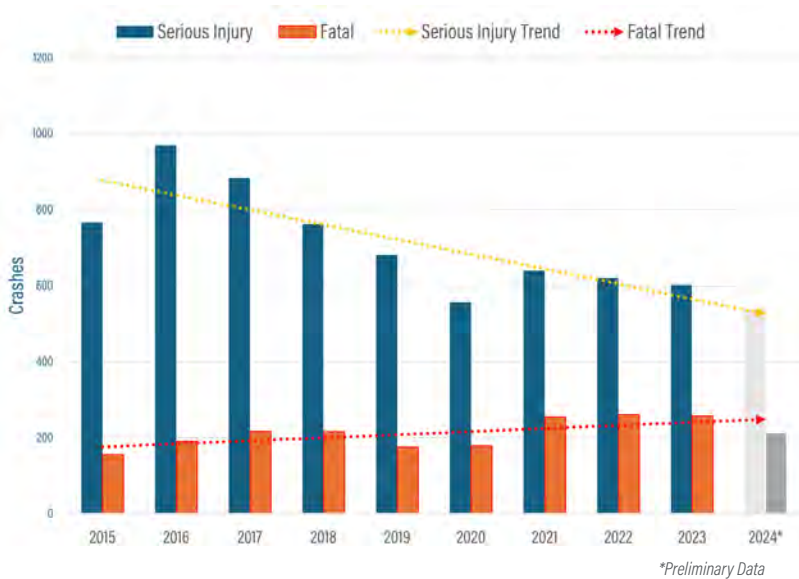
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EXECUTIVE SUMMARY



In September of 2022, Phoenix City Council unanimously approved the comprehensive Road Safety Action Plan – Moving to Vision Zero. Since then, the City of Phoenix has made great progress in traffic safety with 102 identified safety projects completed from September 2022 - December 2024, over \$35 Million in grant funding awarded for various safety initiatives, and have accomplished a host of other highlights and big wins for the City. **This RSAP Annual Report uses the most recent complete crash data-set from 2019-2023** to measure crash trends compared to the original 2022 plan, which serves as a benchmarking tool to reflect on and measure the progress made in the previous calendar year towards implementing the plan. This report allows both the City and the public to identify where there are still improvements to be made.



Crashes have continued to decline since the adoption of the RSAP. During the 2019-2023 period, **844 fatal & serious injury crashes** occurred on City of Phoenix roadways per year on average. This represents an **13% decrease** from the RSAP's baseline 5-Year Annual Average for 2016-2020 (975 Killed or Serious Injury (KSI) crashes per year) and a **2.9% decrease** from the previous annual report's 5-Year Annual Average for 2018-2022 (869 KSI crashes per year on average). In addition to the decrease in the 5-year averages, the **total number of KSI crashes decreased** from 880 in 2022 to 859 in 2023, with *preliminary* 2024 data showing a further reduction to 751. During the same time period, despite seeing a decline in the TOTAL number of fatal crashes in 2023 from 2022, the **overall fatal crash trendline has continued to rise since 2015**, indicating we have much more work to do.

The original RSAP categorized 41 strategies presented within five focus areas that highlight the most critical areas of need for the City of Phoenix. Each focus area contains three objectives, each with between one and four performance measures that allows the City both qualitative and quantitative means to measure implementation. **Of the 26 performance measures tracked in this year's report, 24 are either complete or partially complete.**

IN THIS ANNUAL REPORT...

13%
DECREASE IN KSI CRASHES
COMPARED TO THE 5-YEAR BASELINE
AVERAGE OF THE ORIGINAL RSAP

38
SAFETY PROJECTS
COMPLETED

24/26
PERFORMANCE MEASURES
PARTIALLY COMPLETE OR
COMPLETED

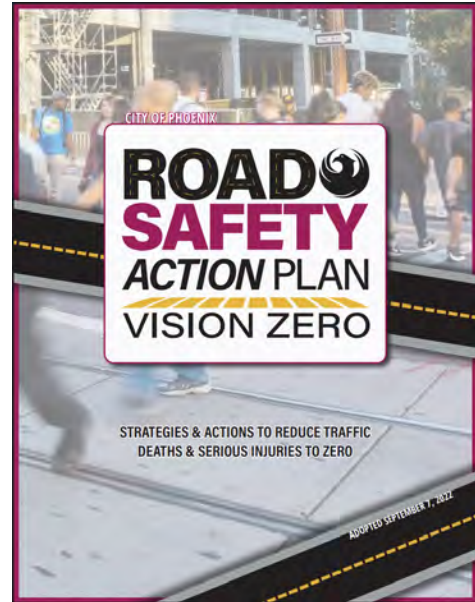
The work the City of Phoenix does to improve roadway safety is only possible with the help of its residents doing their part to improve their driving habits, awareness, and the overall culture of safety. As always, we want to thank all of you who take traffic safety seriously.

TOGETHER WE WILL ACHIEVE VISION ZERO

INTRODUCTION



Understanding the importance of transportation safety as a core function, Phoenix City Council unanimously approved the comprehensive [ROAD SAFETY ACTION PLAN – MOVING TO VISION ZERO](#) in September of 2022 to fundamentally shift the way the City addresses and responds to crashes. The plan provides a framework and key strategies for safety enhancements citywide - the ultimate goal being to achieve **ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050**.



Almost three years have passed since the adoption of the Road Safety Action Plan (RSAP), and in that time the City of Phoenix has been hard at work addressing critical safety needs on the High Injury Network (HIN), and integrating robust safety practices into our daily operations.

The RSAP Annual report serves as a benchmarking tool to reflect on and measure the progress made in the previous calendar year towards implementing the plan, and allows both the City and the public to identify where there are still improvements to be made.

This document uses comprehensive data tools to collect, track, and analyze data that allows the City to understand the status of the performance measures and compare traffic safety in Phoenix today to the benchmarks and baselines in the 2022 plan. The previous Annual Report featured an update to the High Injury Network (HIN). However, as the network is scheduled for an update every two years, this report will not feature a similar update.

Read the original [ROAD SAFETY ACTION PLAN](#) [HERE](#)

Read the [2022/2023 ANNUAL REPORT](#) [HERE](#)

CRAFTING THE ORIGINAL PLAN

The original 2022 RSAP was the culmination of years of diligent work by Street Transportation engineers, City staff, policy makers, and Phoenix residents all working together to collect data, determine a unified vision and set of goals, and create a prioritized set of implementation strategies.

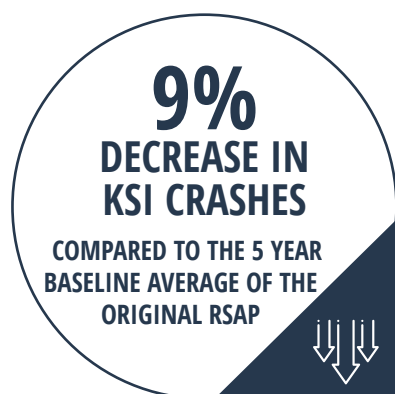
The RSAP aims to achieve *Vision Zero*, a nationally recognized guiding framework to reduce and ultimately eliminate traffic fatalities and severe injuries that is built around the core philosophy that traffic-related deaths and serious injuries are preventable rather than inevitable. In February 2022, the Phoenix City Council voted in favor to commit to Vision Zero, and incorporate its principles further strengthening the final plan.

The RSAP also incorporates the *Federal Safe System Approach* advancing Vision Zero by focusing on a human-centric approach of transportation system design, proactively identifying and addressing risks, and creating redundancies in safety measures. The five tenets of the safe system approach are: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.



PREVIOUS ANNUAL REPORT HIGHLIGHTS

The 2022/2023 Annual Report tracked a 9% decrease of fatal and serious injury crashes (KSI Crashes) compared to the RSAP's baseline 5-year annual average (2016-2020). In addition, 64 traffic safety projects were completed in the tracking timeframe, and 14 out of 17 tracked performance measures were either in-progress or completed.



THE 2024 HIGH INJURY NETWORK (HIN)

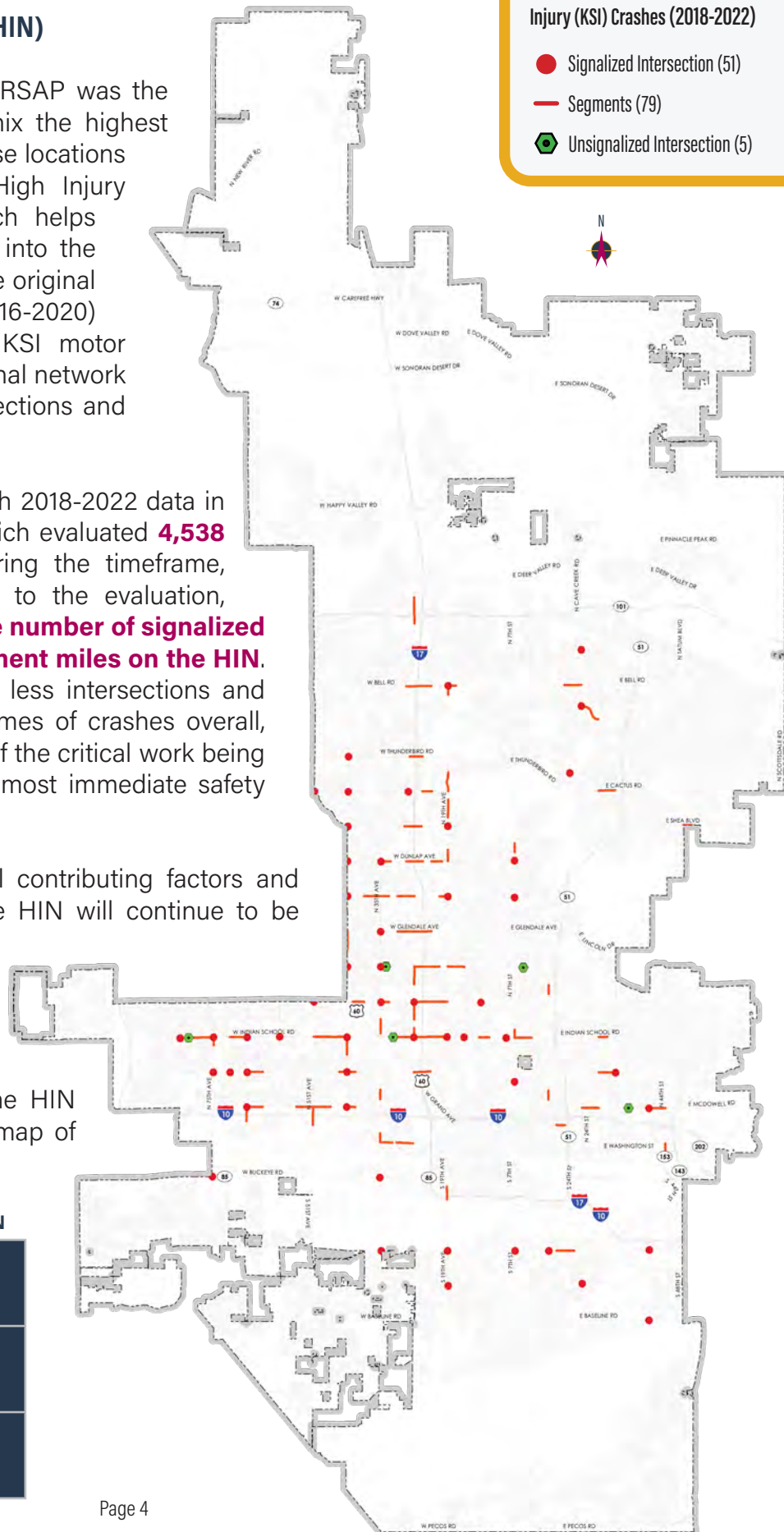
One of the key outcomes of the RSAP was the identification of where in Phoenix the highest number of KSI crashes occur. These locations are collectively known as the High Injury Network or HIN for short, which helps city staff focus limited resources into the areas they are most needed. In the original 2022 plan, five years of data (2016-2020) were analyzed, including 5,473 KSI motor vehicle crashes, to create the original network which evaluated signalized intersections and roadway segments.

In 2024, the HIN was updated with 2018-2022 data in the 2022/2023 Annual Report which evaluated **4,538 KSI motor vehicle crashes** during the timeframe, added unsignalized intersections to the evaluation, and showcased a **decrease in the number of signalized intersections and roadway segment miles on the HIN**. These decreases mean there are less intersections and segments experiencing high volumes of crashes overall, and are at least in part the result of the critical work being done by the City to address the most immediate safety needs, and save lives.

Further data analysis of potential contributing factors and roadway characteristics along the HIN will continue to be performed during the ongoing implementation of the Road Safety Action Plan. The 2025 Annual Report (to be completed 2026) will feature another update and further analysis of the HIN network. For an interactive Storymap of the 2024 HIN: [CLICK HERE](#)

HIN Considering Fatal & Serious Injury (KSI) Crashes (2018-2022)

- Signalized Intersection (51)
- Segments (79)
- Unsignalized Intersection (5)



	2022 HIN	2024 HIN
HIN Signalized Intersections	68	51
HIN Roadway Segments	33.6 Miles	30.6 Miles
HIN Unsignalized Intersections	NOT TRACKED	5

RSAP FOCUS AREAS AND PERFORMANCE MEASURES

The original RSAP categorizes the 41 strategies presented within five focus areas that highlight the most critical areas of need for the City of Phoenix. These are General Strategies, Behavior Related, Pedestrians & Bicyclists, Intersections, and Segments. Each focus area contains three objectives, each with between one and four performance measures that allows the city both qualitative and quantitative means to measure implementation.

Performance measures are detailed in Appendix D of the original plan and presented on Pages 23-28 of this report.

GENERAL STRATEGIES - Strategies focused on internal programmatic changes within Phoenix

BEHAVIOR RELATED - Strategies focused on mitigating speeding & other roadway user behavior

PEDESTRIANS & BICYCLISTS - Strategies focused on pedestrian/bicyclist safety policy & infrastructure

INTERSECTIONS - Strategies focused on improving safety at intersections

SEGMENTS - Strategies focused on improving safety on roadway segments



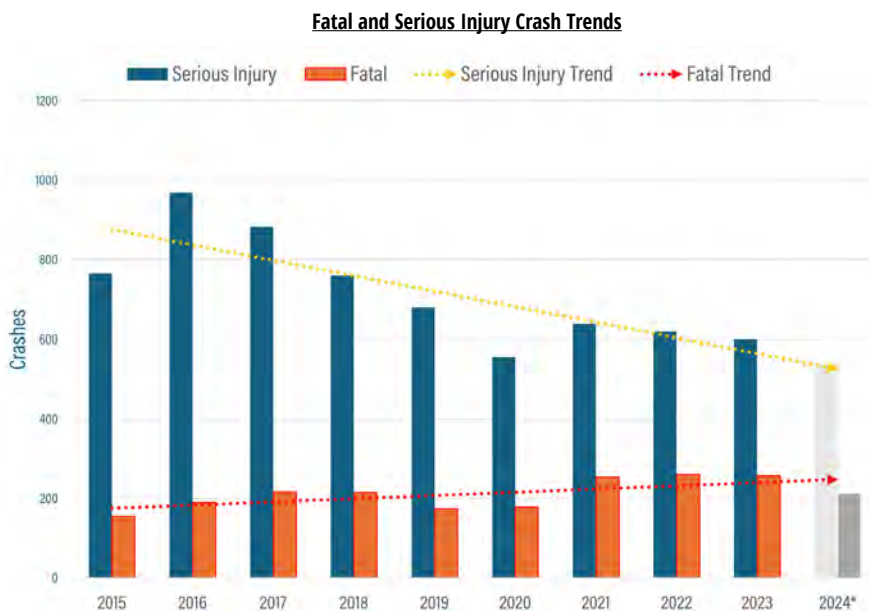


The RSAP Annual Report contains an updated five year dataset that contains crash data from 2019-2023. During this period, **844 fatal & serious injury crashes** occurred on City of Phoenix roadways per year on average.

This represents an **13% DECREASE** from the RSAP's baseline 5-Year Annual Average for 2016-2020 (975⁺ Killed or Serious Injury (KSI) crashes per year on average) and a **2.9% DECREASE** from the previous annual report's 5-Year Annual Average for 2018-2022 (869 KSI crashes per year on average).

In addition to the decrease in the 5-year averages, the **TOTAL NUMBER OF KSI CRASHES DECREASED** from 880 in 2022 to 859 in 2023, with **preliminary* 2024 data showing a further reduction to 751. Despite a sharp rise in KSI crashes in 2021, likely due to pandemic era driving factors such as increased speeds and increased foot traffic, the overall trend of KSI crashes has been steadily declining since 2015.

Despite seeing a decline in the *total* number of fatal crashes in 2023 from 2022, the overall



fatal crash *trend-line* has continued to rise since 2015. While this indicates we have much more work to do, **preliminary* 2024 data indicates a further decline in fatal crashes from 2023, and with everyone continuing to work together towards the goals of the RSAP, this trend CAN be reversed in time. Finalized 2024 data will be reported and presented in next year's annual report.

⁺In the 2022/2023 Annual Report, the baseline KSI 5-Year Annual Average is listed as 955 Crashes/Year rather than the 975 seen in this report. This is due to the original RSAP using 2015-2019 data as opposed to the 2016-2020 baseline dataset that was used in this report and will be used in subsequent reports.

**Preliminary 2024 ADOT crash data is provided by the City of Phoenix. Preliminary data is used for serious injury and fatal crash trends ONLY and is not finalized and complete until a later date. A complete set of 5 year data ending Dec 31, 2023 is used as the basis for the remainder of this chapter.*

QUICK FACTS:



41% of ALL fatal crashes involved **PEDESTRIANS**

This represents a **5% decrease** from the original RSAP



22% of ALL KSI crashes are **SPEED-RELATED**

This represents a **1% increase** from the original RSAP



4% of ALL fatal crashes involved **BICYCLISTS**

This represents **no change** from the original RSAP



41% of ALL KSI crashes occurred at **SIGNALIZED INTERSECTIONS**

This represents a **2% decrease** from the original RSAP



20% of ALL fatal crashes involved **MOTORCYCLISTS**

This represents a **5% increase** from the original RSAP



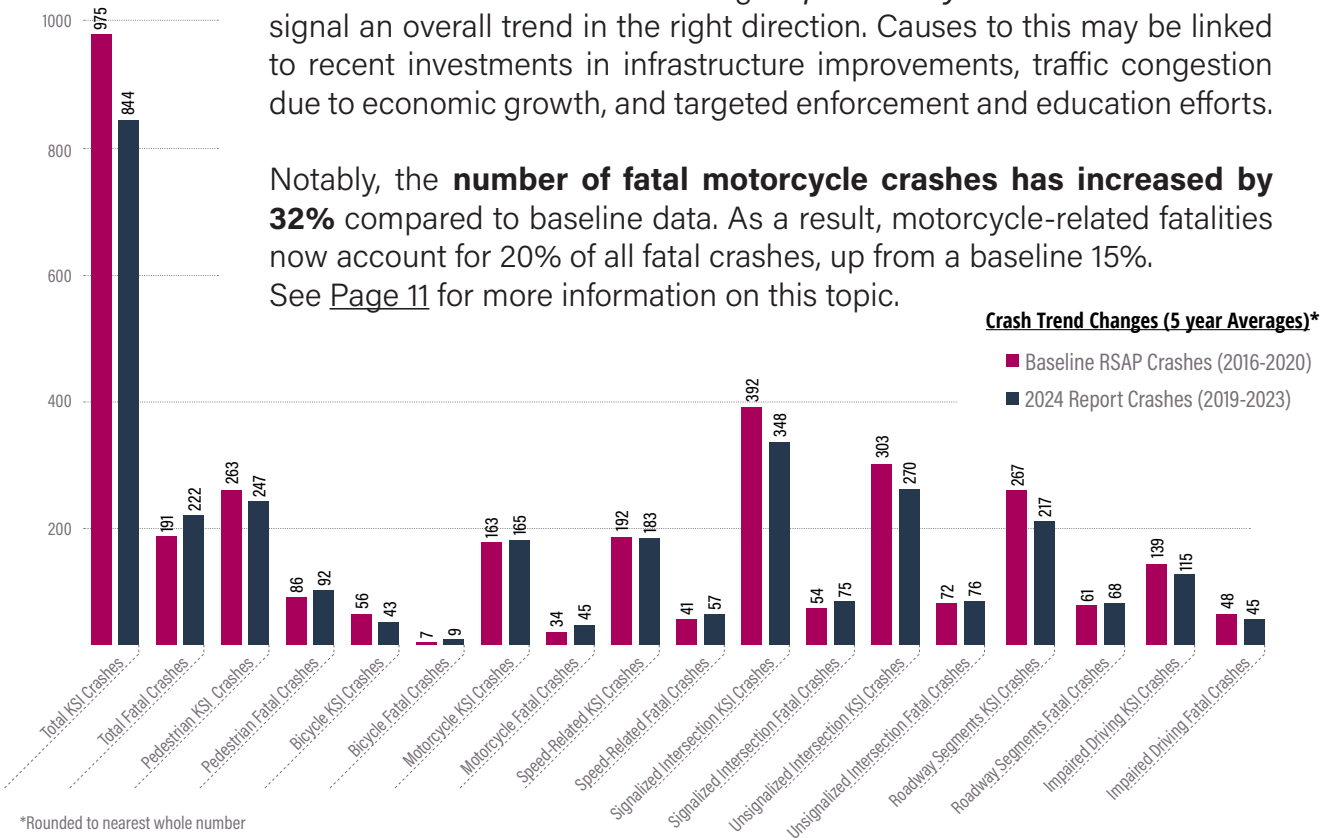
59% of ALL KSI crashes occurred on **ROADWAY SEGMENTS***

This represents a **2% increase** from the original RSAP

As shown in the chart below, compared to the original 5-year RSAP baseline data (2016-2020), the **number of total KSI crashes is down by 13%**. In fact, KSI crashes are down for pedestrians and bicyclists, as well as at both signalized and unsignalized intersections and on roadway segments.

While KSI crashes as a whole are down, **Fatal crashes have risen by 16% compared to baseline data** indicating that while we have seen *more* fatal crashes, the drop in serious injury crashes heavily outweighs the rise in fatals when analyzed as a single metric. Fatal crashes have remained higher in the 2020's possibly due to such factors as higher speeds, heavier vehicles, distracted driving, increased exposure of people walking or biking, and a number of other factors compared to the previous decade. However, a recent drop in the total number of fatal crashes according to *preliminary* 2024 data in Phoenix signal an overall trend in the right direction. Causes to this may be linked to recent investments in infrastructure improvements, traffic congestion due to economic growth, and targeted enforcement and education efforts.

Notably, the **number of fatal motorcycle crashes has increased by 32%** compared to baseline data. As a result, motorcycle-related fatalities now account for 20% of all fatal crashes, up from a baseline 15%. See [Page 11](#) for more information on this topic.



*Rounded to nearest whole number

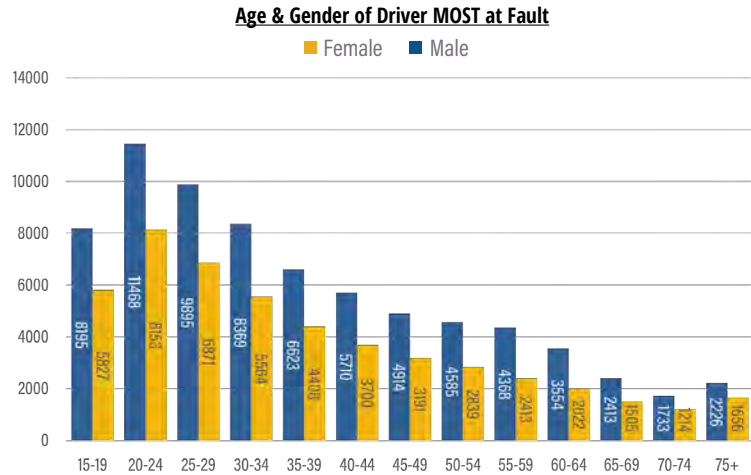
CRASH FACTORS

WHO

People aged **20 to 29**, who make up 16% of Phoenix's population, are disproportionately involved in crashes as the driver who contributed the most to a crash, accounting for **30%** of the incidents.

What's Changed?

Baseline RSAP data showed the most prevalent age group of drivers contributing to a crash were those 15 to 24 years old.

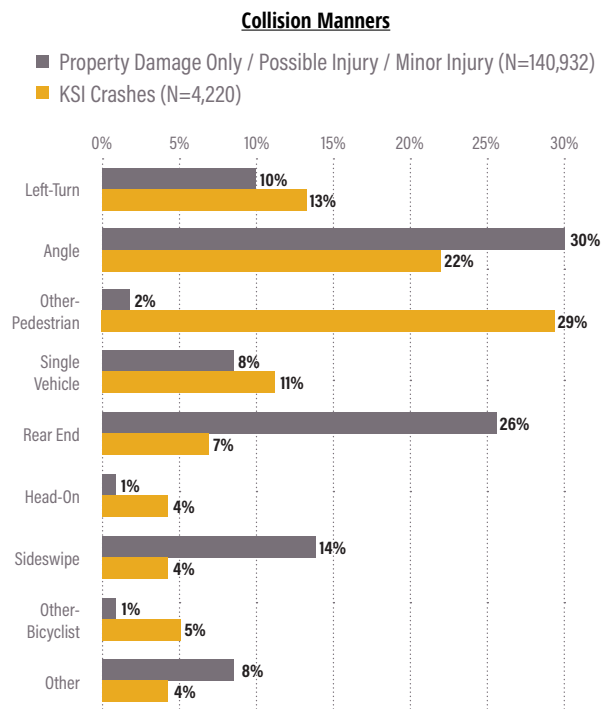
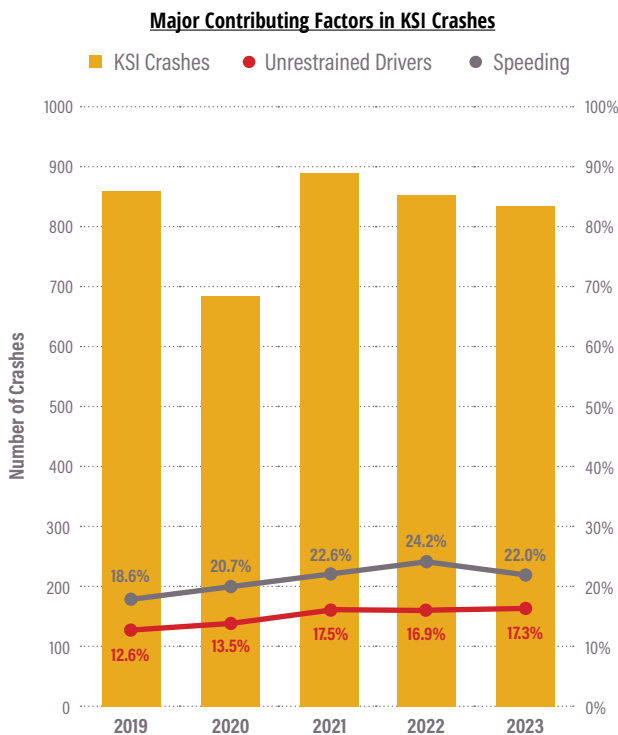


HOW

Among less severe crashes, where people do not need help from the crash scene, the most common collision manners are angle (**30%**), rear-end (**26%**), and sideswipe (**14%**) crashes. The most common collision types resulting in serious injury or fatality (KSI crashes) are pedestrian (**29%**), angle (**22%**), and left-turn crashes (**13%**).

What's Changed?

On average, 16% of total KSI crashes from 2019-2023 involved a driver not wearing a seatbelt as the primary factor compared to 14.5% at baseline levels. 22% of total KSI crashes on average between 2019-2023 involved speeding.



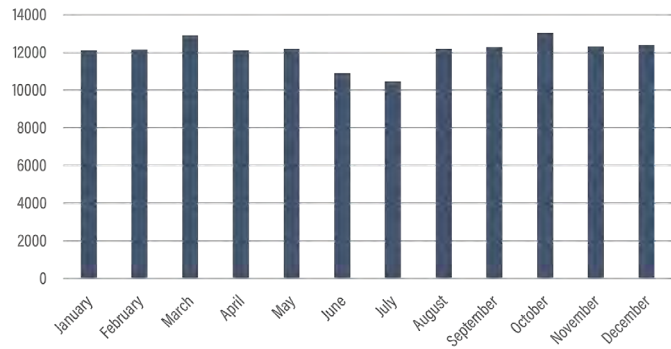
WHEN

October had the highest daily average of crashes at **84**, while July had the lowest with **67**. Fridays saw the most crashes, but Sundays experienced the greatest percentage of serious injuries and fatalities. The afternoon peak hours from **3pm to 6pm** had the highest overall crash numbers, coinciding with the greatest traffic volume and vehicle congestion. The evening hours from **6pm to 10pm** saw the most pedestrian-involved incidents.

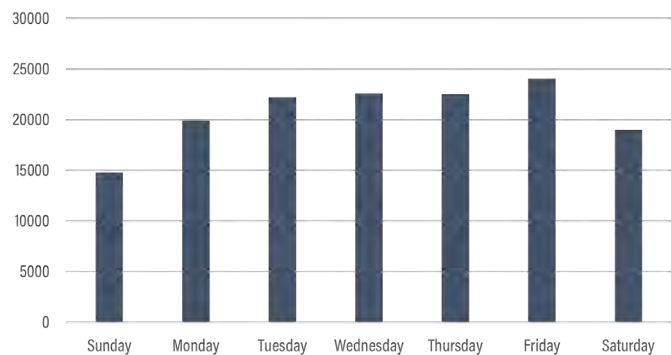
What's Changed?

While October and July still remain the months of highest and lowest daily average crashes respectively, October now shows an average of 84 versus an average of 87 in last years report. Temperature still remains a likely factor in these numbers as more people tend to be out and about when the weather is favorable. Sundays still remain the day with the highest percentage of KSI crashes. The percentage has increased from 3.4% to 3.7%.

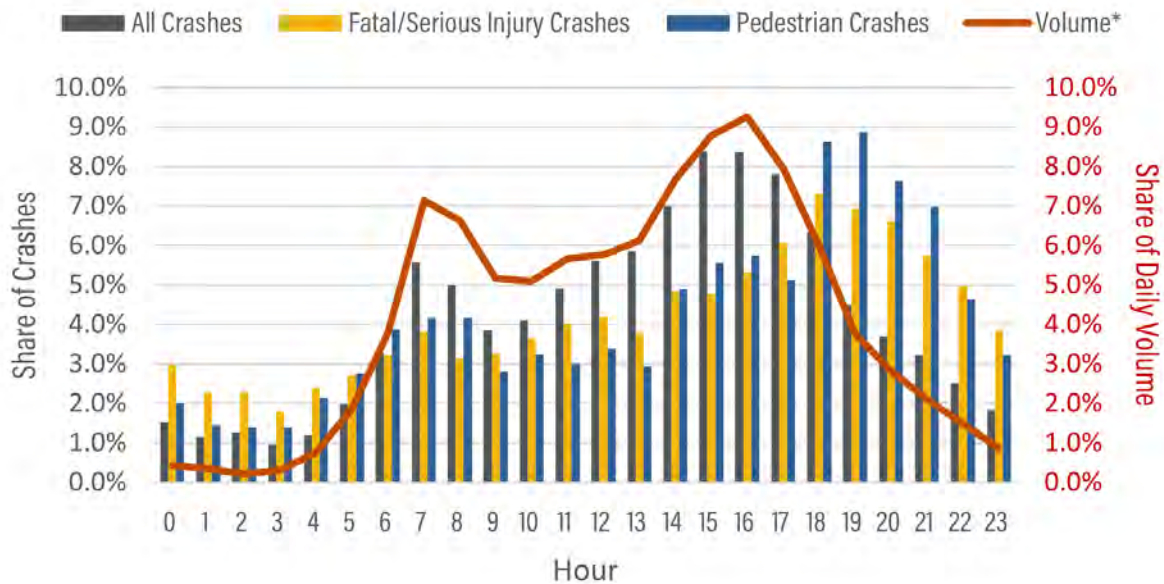
Total Crashes by Month (2019-2023)



Total Crashes by Day (2019-2023)



Share of Crashes Compared to Share of Daily Volumes by Hour



*Hourly volume distribution was obtained from MAG publicly available traffic count data. It was collected in April 2024 on Thomas Road east of 7th Street and is assumed to represent hourly volume distributions in the City during the evaluated period.

OTHER CRASH TRENDS

POPULATION GROWTH

According to the Maricopa Association of Governments (MAG), the City of Phoenix experienced an estimated **1.1% growth in population** to 1.69M from 2023 to 2024, **and total growth of 5.3% since 2020**. Tracking population growth and crash data together is a useful tool in understanding how effectively the City is preventing and managing crashes. In general, the more people traveling on City roadways, the higher the number of crashes that are likely to occur. However, population growth is not a perfect surrogate for travel activity. As the region's largest employment center, Phoenix attracts a significant number of daily commuters from surrounding communities, increasing roadway exposure beyond what population figures alone suggest. Several performance measures in our Behavior-Related focus area involve comparing KSI crash percentage increases/decreases to that of population growth, and ensuring that the rate of KSI crashes does not exceed that of population growth. While not a complete measure of exposure, tracking these rates tangentially gives Phoenix a wider view of the trends we are seeing year over year, and how we compare at a state and national level.

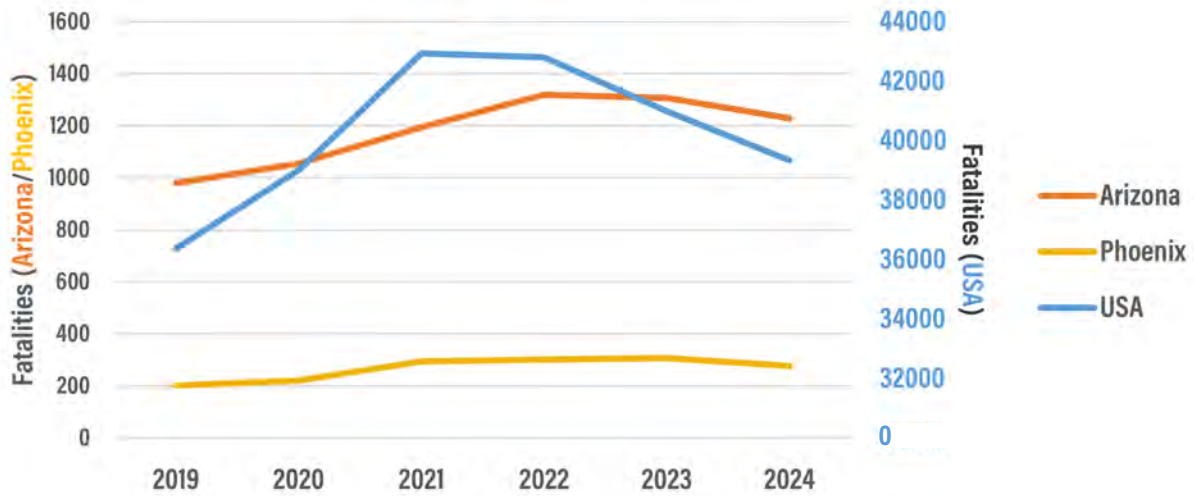
Another aspect of population growth paramount to understanding changing crash trends are demographics. Any increase/decrease in the number of, for example, young drivers, households without a car, those in areas of persistent poverty, or a variety of other indicators, can drastically impact what type of crashes occur, where, and for what reasons. As census data becomes available - whether through the Decennial Census or yearly estimates from American Community Survey (ACS) - the City incorporates this data into our wider crash analysis.

STATE AND NATIONAL CRASH TRENDS

With 1,197 fatal crashes resulting in 1,307 fatalities reported in Arizona in 2023, the state saw only a slight 0.98% reduction from the record high deaths seen in 2022. The National Highway Traffic Safety Administration (NHTSA) reported 40,901 traffic deaths in the United States in 2023, indicating a decrease of approximately 3.6% from 2022- the second consecutive year of declining traffic deaths nationwide. Read more from NHTSA [here](#). Comparatively, Phoenix saw 263 traffic deaths in 2023 on our roadways compared to 262 in 2022 - a single additional fatality.

Preliminary 2024 crash data from NHTSA estimated 39,345 traffic deaths nationwide last year - representing a further 3.8% decrease nationally. Arizona also reported a decrease in the number of fatalities from last year to 1,228, a 6.0% decrease from 2023. While 2024 data is in early stages of analysis and confirmation, Phoenix is estimated to have recorded 219 traffic deaths in 2024, marking an approximate **17% decrease in the number of roadway fatalities from 2023**. Finalized 2024 data for city, state, and national traffic deaths will be confirmed and presented in next year's report.

Traffic Fatality Trends



As previously mentioned in this report, KSI and fatal crashes involving **motorcyclists** is dramatically on the rise in the City of Phoenix. There has been a 32% increase in the number of fatal motorcycle crashes from the RSAP baseline, and this has risen to represent 20% of ALL fatal crashes in the City. Unfortunately this trend is also seen at state and national levels.



According to ADOT, 258 motorcyclists lost their lives in crashes on Arizona roadways in 2023, an 11.2% increase from 2022 and the highest number in the last 20 years. Nationally, in 2023 there were 6,335 motorcyclists killed in the United States in crashes, the highest number since 1975 and representing 15% of ALL traffic fatalities nationally despite only making up around 3% of all registered vehicles. Read more from NHTSA [here](#).

According to NHTSA, motorcyclists are about 28 times more likely than passenger car occupants to die in a motor vehicle crash. Several factors seem to be at play when examining the reasons behind this trend. One factor may be that Arizona has seen a 33% increase in the number of motorcycle registrations since 2019, an increase of almost 70,000. While every state, including Arizona, legally requires additional training/licensing to operate a motorcycle, an estimated 34% of operators involved in fatal crashes in the United States were riding **WITHOUT** a valid motorcycle license, indicating a potential lack of experience or knowledge in safe motorcycle practices. Additionally, motorcyclists are more susceptible to environmental factors such as rain, surface damage on roadways, and are in general more exposed if a crash occurs. Lane-*splitting*, which involves a motorcyclist maneuvering between lanes of traffic at speed, is another potential factor to examine, and one that may be linked to a significant number of motorcycle crashes. While lane-splitting is

illegal in Arizona, as of 2023 *lane-filtering*, which involves moving between vehicles usually when the speed limit is below 45mph and traffic is generally stopped or moving slowly, is legal. However, enforcement is challenging, and some motorcyclists may be unfamiliar with the legal distinction between the two practices. Another possible contributing factor involves motorcyclists who, after lane-filtering to the front of a queue at an intersection, may accelerate quickly into open roadway space. With no vehicles directly ahead, these riders can reach higher speeds midblock, where they may encounter vehicles making turning movements. In these situations, drivers may not anticipate a fast-approaching motorcycle in what appears to be a gap in traffic, potentially leading to a collision. This issue is multi-faceted and requires more examination to tailor effective solutions and reverse the trend. Phoenix will continue to do additional research on how best to address and prevent motorcycle crashes.



2024 PROGRESS



Over the past year, the City of Phoenix has continued to diligently review and implement improvements recommended in the Road Safety Action Plan. This includes construction of critical infrastructure upgrades, educational campaigns, and incorporating safety into every aspect of day to day operations.

38 TRAFFIC SAFETY PROJECTS were completed in 2024 including:



10 NEW TRAFFIC SIGNALS

COMPLETED

21st Way & Baseline Rd (2250 Baseline)	January
19th Ave & Alameda Rd	March
19th Ave & Tierra Buena Ln	April
32nd Ave & Dove Valley Rd	May
56th St & City North Dr	June
Tatum Blvd & Desert Cactus St	October
3rd St & McKinley St	
Dove Valley Rd & Paloma Pkwy	November
25th St & Greenway Pkwy	
Van Buren St & 33rd Ave	

3 TRAFFIC SIGNAL MODERNIZATION

COMPLETED

43rd Ave & Maryland Ave	August
24th St & Highland Ave	
7th St & Deer Valley Dr	September

9 TRAFFIC SIGNAL MODIFICATIONS

COMPLETED

99th Ave & Campbell Ave	February
56th St & Deer Valley Dr	May
Jomax Rd & Pyramid Peak Pkwy	August
44th St & Warner Rd	
Black Mountain Blvd & Mayo Blvd	
83rd Ave & Lower Buckeye Rd	September
40th St & Cactus Rd	
7th Ave & Glendale Ave	October
Jomax Rd & Norterra Pkwy	December



10 HAWK SIGNALS

COMPLETED

Broadway Rd & 20th St	January
Oak St & Grand Canal Trail	March
Glendale Ave & 17th Dr (near Fry's Drwy)	April
Thomas Rd & Dayton St	May
Thunderbird Rd & 68th St	July
40th St & Danbury	August
16th St & Virginia	October
Peoria Ave & 17th Ave	November
16th St & Diamond St	December
McDowell Rd & 18th St	December



6 LIGHT RAIL SIGNAL REBUILDS

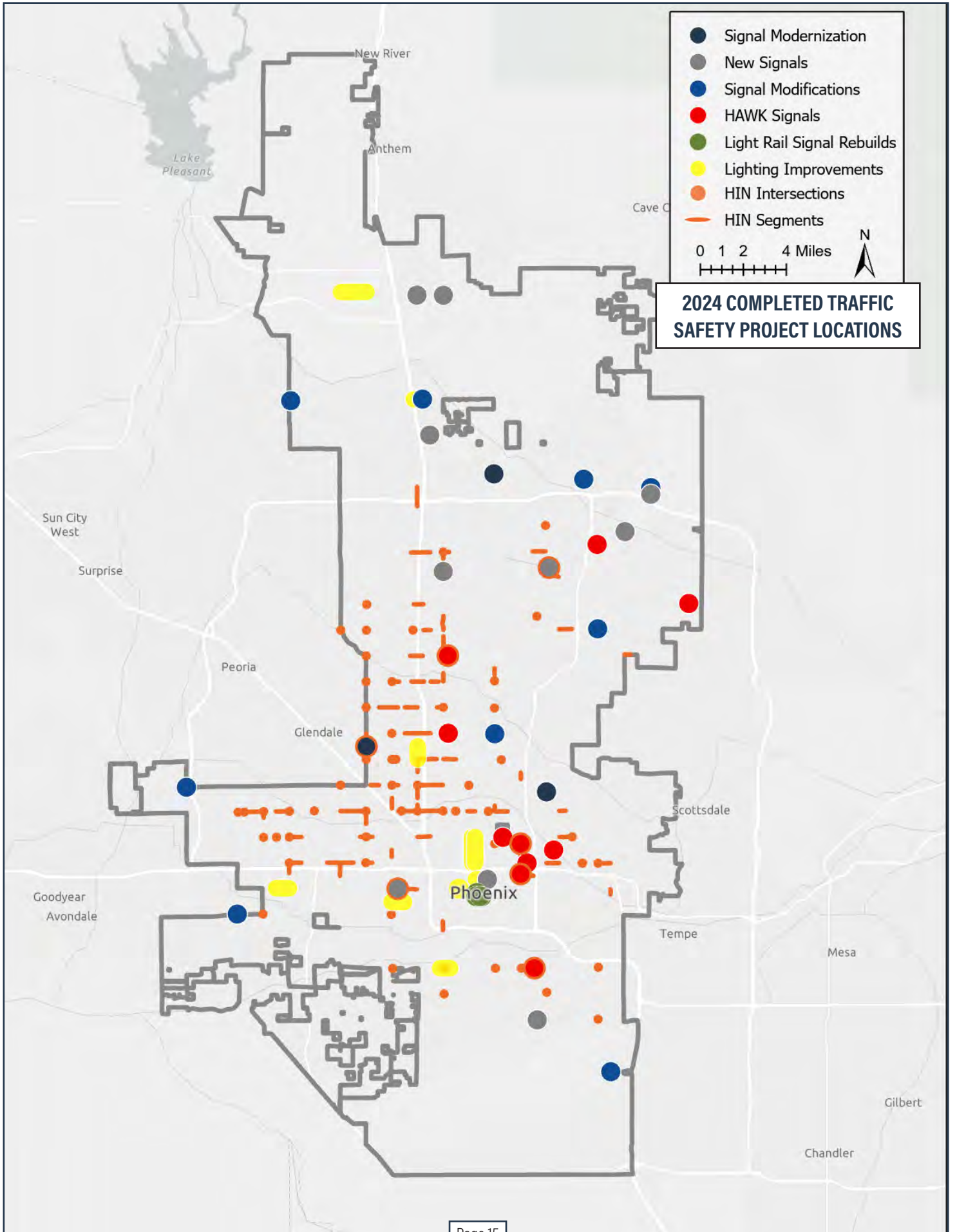
COMPLETED

200 W Jefferson St	August
200 W Washington St	
3rd Ave & Washington St	
Central & Jefferson St	September
1st Ave & Jefferson St	
3rd Ave & Jefferson St	

In addition to the infrastructure projects listed above, many Street Transportation Department projects completed in 2024 included the installation of, and upgrades to, streetlights. **313 new streetlights were installed** on local roads, collectors, and arterials in 2024 with an additional **166 outdated existing streetlights upgraded** with modern luminaires.

Location	Streetlights Installed
27th Ave: Bethany Home Rd to Maryland Ave	12 arterial and 5 local
Jomax Rd: I-17 to Norterra Pkwy	7 arterial
Broadway Rd: 17th to 20th St	11 arterial and 2 local
TSMC Adjacent Roads	171 arterial
13th St: Van Buren St to Moreland St	10 local and 2 new collector
3rd Ave: McDowell Rd to Thomas Rd	42 local
5th Ave: McDowell Rd to Thomas Rd	43 local
Harrison St: 31st Ave to 35th Ave	8 collector
Van Buren St: 67th Ave to 71st Ave	Upgrade 26 streetlights to higher wattage
Area Bounded By: Roosevelt St to I-10 & Central Ave to 3rd Ave	Convert 140 aging streetlight LED luminaires





2024 PROJECT/ POLICY HIGHLIGHTS

HAWK Signal Milestone

In December of 2024, the City of Phoenix installed its **100th HAWK Signal** at McDowell Rd & 18th Street. High-Intensity Activated crossWalks (HAWKs) are pedestrian-activated crossing signals that allow people walking and biking to stop traffic and safely cross busy streets. HAWK signals are proven to reduce serious pedestrian crashes and are a pressing priority for local leaders and community members alike.



Grand Canalscape Improvements Continue

2024 saw some of the final stages of construction on Phase 3 of the **Grand Canalscape** project which transformed the dirt path between 75th and 47th avenues into an improved concrete pathway, introducing a new route for commuting and recreating, with safer crossings where the trail crosses City streets. The project incorporates public art, landscaping, and neighborhood access points to the path. Grand Canalscape Phase 3 links neighborhoods with multiple schools, transit routes, churches, employers, and entertainment venues such as American Family Fields of Phoenix (formerly Maryvale Baseball Park). Other amenities include seating areas, trash receptacles, pet waste stations, fitness stations, and other infrastructure. Phase 3 continues the improvements made in Phases 1 and 2. Read more about this project on our website: [Grand Canalscape](#).



Impaired Driving Declines

Compared to the original RSAP, impaired driving has had a significant decline of 17.1%. While several factors could be at play in this decline such as enhanced awareness of the dangers of impaired driving, Phoenix Police Department (PD) has also incorporated a robust set of trainings for officers related to DUI enforcement. Last year, Phoenix PD provided three Horizontal Gaze Nystagmus (HGN) (the eye/pen test) / Field Sobriety Test (FST) training schools to officers, as well as two Drug Recognition Expert schools and an Advanced Roadside Impairment Detection

Education (ARIDE) School. Alongside the Scottsdale PD, Phoenix PD participated in a Know Your Limit program at the Waste Management Phoenix Open and provided specialized training to our officers. These trainings allow officers to more quickly and accurately recognize the signs of impaired driving.

Police Department Enforcement Programs

The Traffic Bureau continued to conduct traffic enforcement programs in areas identified through citizen complaints, officer awareness, and statistical data gathered from the Crime Analysis Unit. One example of ongoing enforcement tactics is the use of radar trailers. A radar trailer is deployed for a week followed by two weeks of enforcement by motor officers. This has shown a reduction of speed during the times that the radar trailer and enforcement programs are in effect.



On October 22, 2024, Phoenix City Council approved an Automated Enforcement Safety Program. The Street Transportation and Phoenix Police Department (PD) are partnering to implement the council-approved program, aimed at improving driver behavior, enhancing traffic enforcement, and supporting the RSAP with a particular focus on school zone enforcement, particularly regarding speed, as well as high-traffic collision locations.

In addition, PD has partnered with numerous west valley agencies to form the West Valley Speed Enforcement Task Force. This consists of officers that deploy in a host city for several hours, usually 4 hours per deployment. These are done several times per month and rotated throughout the west valley cities of Peoria, Surprise, Tolleson, Glendale, Buckeye, Goodyear, Avondale, and Phoenix.

Safety Education Campaigns and Vision Zero Yard Sign Pilot Program

Aligned with the strategies in the RSAP, the Street Transportation Department continues to work to educate and promote safe behavior by all users of City roadways. Using various funding sources, Streets facilitates public safety campaigns in English and Spanish, and works to develop more consistent and targeted messaging. In 2024, the City launched a Yard Sign Program which aims to spread important traffic safety information and promote slower speeds in neighborhoods. Learn more [here](#).



Safe Routes to School (SR2S) Program Updated

The City completed an update to the Safe Routes to School (SR2S) Program in September and completed two SR2S studies in 2024, one at Richard E Miller Elementary School and one at Bourgade Catholic High School. The intent of the SR2S program is still to provide both public and private schools with a safety assessment of existing traffic operations both on-site and off-site. SR2S studies are typically conducted with school administration, City Departments, parent groups, and a traffic engineering consultant and identify any street maintenance needs within the vicinity to the school, any on-site modifications, as well as any infrastructure improvements that should be considered.

Road Safety Assessments (RSA's) Conducted

RSAs are formal examinations of particular intersections or entire road corridors from a safety performance viewpoint. Performed by an expert, multi-disciplinary team, RSA's identify good practices, opportunities for improvements, and suggested recommendations for the City of Phoenix to consider implementing at given locations. In 2024, RSA's were performed at the following locations:

Location	HIN Location?	Dates Conducted
Bell Rd: 23rd Ave to 26th Ave (Segment)	Y	February 27th
19th Ave: Hatcher Rd to Mountain View Rd (Segment)	Y	February 27th, March 1st
McDowell Rd: 24th St to 28th St (Segment)	Y	February 28th
McDowell Rd: 40th St to 44th St (Segment)	Y	February 28th
McDowell Rd & 24th St	Y	April 16th
Southern Ave & 24th St	Y	April 16th
7th Ave & Baseline Rd	N	May 13th



FY25 BUDGET ALLOCATIONS

Phoenix City Council budgeted **\$10,000,000** for RSAP related projects for the 2025 fiscal year (July 1st, 2024 - June 30th, 2025). The following table lists out the projects and categories budgeted.

EDUCATION		\$30,000
PLANNING/ADMINISTRATIVE/EVALUATION		\$364,000
SS4A RSAP Supplemental Plan		<i>Identified in 2022 RSAP</i>
RSAP 2025 Annual Report & HIN Update		<i>Identified in 2022 RSAP</i>
SCOPING		\$300,000
SS4A FY24 Corridor Study		<i>Identified based on 2022 HIN</i>
DESIGN		\$906,000
15th & 17th St & Camelback Rd HAWKS		<i>Identified in a Pedestrian Road Safety Assessment</i>
43rd Ave & Missouri Ave New Signal		<i>Identified as 2022 HIN location</i>
43rd Ave & Thunderbird Rd Signal Modernization		<i>Identified as 2022 HIN location</i>
Jesse Owens Pkwy & Baseline Rd Signal Modernization		<i>Identified from HSIP KSI network screening</i>
7th St & McDowell Rd Signal Modernization		<i>Identified from HSIP KSI network screening</i>
Cave Creek Rd & Greenway Pkwy Signal Modernization		<i>Identified from HSIP KSI network screening</i>
99th Ave & Lower Buckeye ADA		<i>Identified in MAG Top 100 Intersections</i>
SS4A ReVISIONing Indian School Rd		<i>Identified as 2022 HIN location</i>
CONSTRUCTION		\$8,396,000
75th Ave & McDowell Rd Signal Modernization		<i>Identified from pre-RSAP KSI network screening</i>
HAWK Indian School Rd between 33rd Drive & 31st Ave		<i>HSIP Identified Project</i>
HAWK Indian School Rd near 69th Dr		<i>HSIP Identified Project</i>
HAWK Indian School Rd & 10th St		<i>HSIP Identified Project</i>
HAWK McDowell Rd between 3rd St & 7th St		<i>HSIP Identified Project</i>
HAWK 19th Ave between Bell Rd & Grovers Ave		<i>HSIP Identified Project</i>
HAWK 19th Ave near Behrend Dr		<i>HSIP Identified Project</i>
HAWK 35th Ave & El Camino Dr		<i>HSIP Identified Project</i>
HAWK Southern Ave & Montezuma St		<i>HSIP Identified Project</i>
HAWK 35th Avenue & Eva St		<i>HSIP Identified Project</i>
HAWK Glendale Ave near 36th Ave		<i>HSIP Identified Project</i>
HAWK 27th Ave & Rose Ln		<i>HSIP Identified Project</i>
HAWK 27th Ave Hazelwood St		<i>HSIP Identified Project</i>
Thomas Rd: 32nd - 36th St Street Lights		<i>Identified by Office of Pedestrian Safety</i>
51st Ave & Thunderbird Rd Signal Modernization		<i>Identified as 2022 HIN location</i>
19th Ave & Union Hills Dr Signal Modernization		<i>Identified as 2022 HIN location</i>
28th Dr & Cactus Rd Signal Modernization		<i>Identified as 2022& 2024 HIN location</i>

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19th Ave & Peoria Ave Signal Modernization	<i>Identified as 2022 HIN location</i>
15th & 17th St & Camelback Rd HAWKS	<i>Identified in a Pedestrian Road Safety Assessment</i>
35th Ave & Southern Ave Traffic Signal	<i>Identified as 2022 HIN location</i>
99th Ave & Lower Buckeye Rd Signing and Striping Modifications	<i>Identified in MAG Top 100 Intersections</i>
32nd St: Shea - Cholla Median Installation	<i>Identified in T2050 Plan</i>
32nd St & Thomas Rd Intersection	<i>Identified as 2022 HIN location</i>
TOTAL	\$10,000,000

Modernization vs Modification - Whats is the Difference?

Signal Modernizations involve upgrades or replacements of aging traffic signal infrastructure to meet current standards and improve reliability. Safety enhancements include a signal head per lane, additional lighting, enhanced phasing for left turns and battery back-up

Signal Modification refers to updates to existing traffic signal systems to address specific operational, or safety needs driven by changing traffic patterns, community growth, or crash data. Examples include adding turn arrows, adjusting signal timing, installing additional signal heads, or upgrading to LED lights for better visibility.

2024 GRANT AWARDS

In 2024, the City of Phoenix was awarded **\$2,747,940** in grant funding to improve safety on Phoenix Streets.

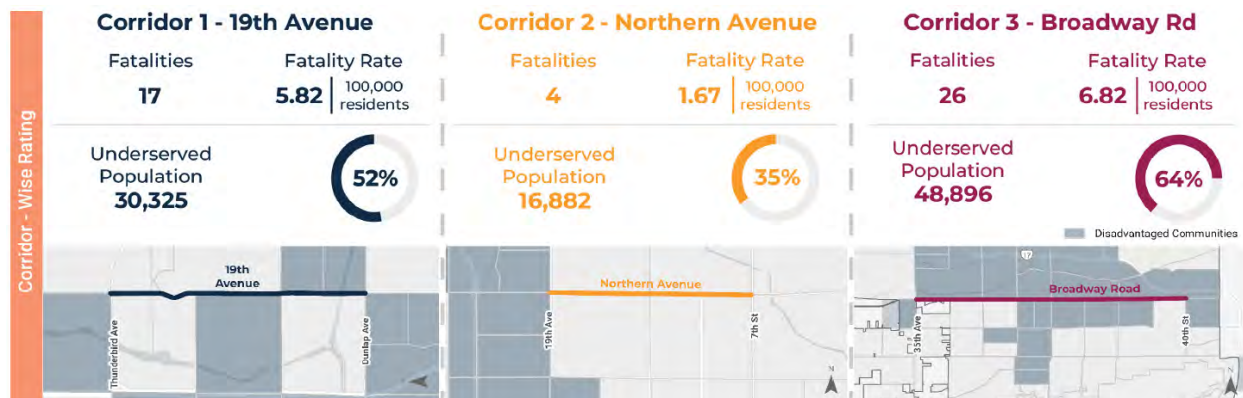
FY24 Safe Streets for All (SS4A) Planning and Demonstration Grant

Award: **\$1,092,500**

Location: **19th Ave (Thunderbird Ave to Dunlap Ave), Northern Ave (19th Ave to 7th St), and Broadway Road (35th Ave to 40th St)**

Description:

The City was awarded a SS4A planning grant to analyze three major corridors located on the High Injury Network. These comprehensive corridor analyses will include conducting an enhanced road safety assessment, developing planning-level corridor concepts, and conducting a feasibility analysis to provide an assessment of comprehensive safety corridor needs to identify actionable safety countermeasures. Each assessment will include advanced data collection, innovative safety analytics, and conduct a robust, localized public engagement to foster public support for the planning and development process.



FY24 Reconnecting Communities Pilot (RCP) Grant Program

Award: **\$1,440,000**

Location: **Grand Canal (47th Ave to 23rd Ave)**

Description:

The City was awarded a Community Planning Grant to analyze possible grade-separated crossing solutions for two complex barriers, plan a continuous pathway, prepare environmental documentation, and complete preliminary engineering for phase four of the Grand Canalscape Project.



Governors Office of Highway Safety (GOHS) Grant

Award: **\$140,000**

Location: **Citywide**

Description:

The City was awarded a GOHS grant to improve pedestrian safety citywide and purchase LED STOP paddles to be used by crossing guards on busy arterial streets. In addition, grant funds will be used to develop and implement a public outreach campaign to better educate the public on how to properly drive through, and cross, signalized traffic intersections.

Highway Safety Improvement Program (HSIP) Scoping Funding

Award: **\$75,440**

Location: **Citywide**

Description:

The City was awarded a HSIP grant for two projects. The first project is a HAWK signal at 26th and Thomas Rd., and the second to modernize traffic signals at three locations:

- Cave Creek Rd & Sweetwater Ave
- 40th St & Cactus Rd
- 43rd Ave & Cactus Rd



2024 PERFORMANCE MEASURES

The RSAP Annual Report serves to measure traffic safety in the City of Phoenix year over year. To accomplish this, the RSAP established 30 performance measures within 15 objectives across 5 focus areas with qualitative and quantitative analysis methodology for each.

How To Read This Section



Performance measure is either complete, met, and/or exceeded.



Performance measure is in progress but has not been met, and/or is trending in a **positive** direction



Performance measure has not been started, met, and/or is trending in a **negative** direction



Performance measure is scheduled to begin tracking in future reports

GENERAL STRATEGIES

OBJECTIVE 1.A	ESTABLISH FOUNDATIONAL ELEMENTS OF VISION ZERO INCLUDING TIMELINE AND GOALS FOR IMPLEMENTATION AND EVALUATION OF THE INITIATIVE				2022/2023	2024
Performance Measures	1.A.1 - Implement a Vision Zero Task Force consisting of a multi-departmental team for continued oversight of reducing KSI crashes	Analysis Method	This measure will be tracked as completed or not completed	Benchmark	Completed	Completed
	1.A.2 - Create a Vision Zero status report on objectives, updated every year		This measure will be tracked as completed or not completed		Completed	Completed
OBJECTIVE 1.B	REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION AND EVALUATION				2022/2023	2024
Performance Measures	1.B.1 - Streamline RSA process to identify & implement feasible improvements by 2023	Analysis Method	In 2024, select a representative sample of RSA's to analyze if improvements were complete.	Benchmark	Completed - RSA tech memo and spreadsheet tracking update completed	Completed
	1.B.2 - Develop crash data dashboard to identify & rank crash locations by 2023		This measure is underway, and will be tracked as completed or not completed.		Completed	Completed
	1.B.3 - Integrate crash data from Phoenix PD / ADOT on a monthly basis by 2026		This measure is underway, and will be tracked as completed or not completed.		Tracking begins in 2026	Completed - Completed 1 Year Ahead of Schedule
	1.B.4 - Conduct before/after evaluations for previously implemented safety projects		Complete evaluations at 25% or more of locations once three years of before and three years of after data is available.		Tracking begins in 2026	Tracking begins in 2026
OBJECTIVE 1.C	REDUCE CRASH RISK ON ROADWAYS BY CREATING A CULTURE OF ROAD SAFETY WITHIN THE CITY'S TRANSPORTATION PROCESSES				2022/2023	2024
Performance Measures	1.C.1 - Integrate safety review in development of CIP projects & private development projects by 2024	Analysis Method	Starting in 2025, select a representative sample of projects from CIP and development projects to review and analyze IF a safety review and recommendations were included.	Benchmark	Tracking begins in 2025	Focusing on implementing safety review process for CIP Projects
	1.C.2 - Ensure that road safety expenditures are at least \$60M per year		Analyze the City's Capital Improvement Plan, across departments, for amount invested in safety projects.		Tracked expenditures currently below 60M	Tracked expenditures currently below 60M

BEHAVIOR RELATED STRATEGIES

OBJECTIVE 2.A	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES			2022/2023	2024	
Performance Measures	2.A.1 - Expand transportation safety enforcement impact programs by 10% per year	Analysis Method	Starting in 2025, evaluate the safety enforcement impact program for rate of expansion (use 2023 as base year).	Benchmark	Tracking begins in 2025	Less than 10%
	2.A.2 - Conduct pedestrian & bicyclist enforcement impact programs at least 12 times per year		Starting in 2024, evaluate the previous year to count the number of pedestrian & bicyclist enforcement impact programs conducted.		Completed - 15 enforcement impact programs conducted	6 Bike Rodeos held in 2024
OBJECTIVE 2.B	REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING. RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING			2022/2023	2024	
Performance Measures	2.B.1 - KSI crashes associated with driver behavior violations do not increase at a rate greater than population growth	Analysis Method	Utilizing the most recent complete set of data, analyze the # of crashes with driver behavior violations with the population growth rate.	Benchmark	Completed - Crash decrease of 3% vs >2% increase in population	Completed - Crash decrease of 13.3% from baseline vs 5.3% increase in population from 2020
	2.B.2 - Conduct behavior-related enforcement impact programs at least 12 times per year		Starting in 2025, evaluate the previous year to count the number of behavior-related enforcement impact programs conducted.		Tracking begins in 2025	Completed - West Valley Speed Enforcement Task Force units deploy 2-3 times a month
OBJECTIVE 2.C	REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)			2022/2023	2024	
Performance Measures	2.C.1 - Conduct DUI enforcement programs at least 18 times per year	Analysis Method	Starting in 2025, evaluate the previous year to count the number of DUI enforcement programs conducted.	Benchmark	Tracking begins in 2025	Enhanced saturation patrols deployed on major holidays
	2.C.2 - KSI crashes associated with impaired driving do not increase at a rate greater than population growth		Utilizing the most recent complete set of data, analyze the # of crashes with impaired driving with the population growth rate.		Completed - Crash decrease of 5.8% vs 2% increase in population	Completed - Crash decrease of 17.1% from baseline vs 5.3% increase in population from 2020

PEDESTRIAN & BICYCLISTS STRATEGIES

OBJECTIVE 3.A	REDUCE CRASH RISK INVOLVING PEOPLE WALKING AND BICYCLING BY EXPANDING SAFE ROUTES TO SCHOOL EFFORTS			2022/2023	2024	
Performance Measures	3.A.1 - Implement safety improvements at 20 schools per year focused on schools on arterials, collectors, within mobility areas, and with high equity need.	Analysis Method	Starting in 2024, evaluate the previous year to count the number of school safety improvements completed.	Benchmark	Not Complete	13 school safety improvements completed
OBJECTIVE 3.B	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEOPLE WALKING AND BICYCLING WITH GEOMETRIC RECONFIGURATION AND SYSTEMIC COUNTERMEASURES			2022/2023	2024	
Performance Measures	3.B.1 - Install 20 mid-block improvements per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of mid-block improvements installed per year	Benchmark	Completed	11 mid-block improvements completed
	3.B.2 - Reduce pedestrian-related fatal crashes by 10% per year		Utilizing the most recent complete set of data, analyze the # of pedestrian-related fatal crashes.		Not Complete - Pedestrian crash increase of 5.8%	Not Complete - Pedestrian crash increase of 6.5% from baseline
	3.B.3 - Develop pedestrian safety toolkit by 2027		This measure will be tracked as completed or not completed (2028)		Tracking begins in 2028	Tracking begins in 2028
OBJECTIVE 3.C	REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE AND PRIORITIZE IMPROVEMENTS			2022/2023	2024	
Performance Measures	3.C.1 - Develop a risk factor network to identify locations with greatest risk by 2025	Analysis Method	This measure will be tracked as completed or not completed (2026)	Benchmark	Tracking begins in 2026	SS4A Grant Underway
	3.C.2 - Develop a plan to implement annual improvements to mitigate risk factors by 2027		This measure will be tracked as completed or not completed (2028)		Tracking begins in 2028	Tracking begins in 2028
	3.C.3 - Improve shade coverage at 60 transit stops per year within cool corridors		Starting in 2024, evaluate the previous year to count the number of transit stops that have improved shade coverage		Completed - Shade improved at 100 stops	Completed - Shade improved at 80 stops

INTERSECTIONS STRATEGIES

OBJECTIVE 4.A	REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				2022/2023	2024
Performance Measures	4.A.1 - Develop geospatial process for identifying unsignalized crashes by 2024.	Analysis Method	This measure will be tracked as completed or not completed (2025)	Benchmark	Tracking begins in 2025	Completed
	4.A.2 - Develop list of priority intersections & improvements by 2024		This measure will be tracked as completed or not completed (2025).		Tracking begins in 2025	Completed
OBJECTIVE 4.B	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				2022/2023	2024
Performance Measures	4.B.1 - 15 HIN Intersection rebuilds completed / under-construction per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of HIN intersections rebuilt / under-construction	Benchmark	Completed - 5 completed and 10 under-construction	Completed - 3 completed and 15 under-construction
	4.B.2 - Reduce KSI crashes at unsignalized intersections by 8% per year		Utilizing the most recent complete set of data, analyze the # of KSI crashes at unsignalized intersections.		Crash decrease of 1.8%	Completed - Crash decrease of 10.9% from baseline
OBJECTIVE 4.C	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING				2022/2023	2024
Performance Measures	4.C.1 - Evaluate the 68 HIN intersections for appropriate pedestrian safety operations & left-turn operational improvements by 2024	Analysis Method	This measure will be tracked as completed or not completed (2025)	Benchmark	Tracking begins in 2025	New Left-Turn Arrows Being Prioritized; LPI Study Completed by NAU in October 2024

SEGMENTS STRATEGIES

OBJECTIVE 5.A	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)				2022/2023	2024
Performance Measures	5.A.1 - Reduce KSI crashes on segments by 2% per year	Analysis Method	These measures will be tracked as completed or not completed.	Benchmark	Completed - Crash decrease of 4.8%	Completed - Crash decrease of 18.6% from baseline
	5.A.2 - Install 4 Miles of Raised Medians per year with less than 8 median breaks per mile for the first 5 Years		These measures will be tracked as completed or not completed.		Not Complete	Not Complete
OBJECTIVE 5.B	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, AND DRIVER EXPECTANCY ON CORRIDORS				2022/2023	2024
Performance Measures	5.B.1 - Starting in 2023, begin process to install 3 single sided miles of lighting per year for 5 years.	Analysis Method	This measure will be tracked as completed or not completed (2026)	Benchmark	Tracking begins in 2026	Tracking begins in 2026
OBJECTIVE 5.C	REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE				2022/2023	2024
Performance Measures	5.C.1 - Reduce Nighttime Crashes by 5% per year	Analysis Method	Utilizing the most recent complete set of data, analyze the # of nighttime crashes on segments.	Benchmark	Crash decrease of 1.0%	Completed - Crash decrease of 6.9% from baseline

2025 LOOK AHEAD



As the City moves into its third year of implementing the Road Safety Action Plan, there is still work to be done to achieve our goal of **ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050**. The City remains committed to improving safety for all roadway users, and there are many exciting things to come in 2025.

FY25 Safe Streets for All (SS4A) Grant Opportunities

The Infrastructure Investment and Jobs Act established the SS4A competitive grant program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. Almost \$2 billion is still available for future funding rounds which the City will pursue in 2025. Applications were submitted June 2025, with funding being prioritized for multiple HIN intersections, additional HAWK signals, improvements along Dunlap Rd from 35th to 19th Ave, and a demonstration project.

Learn more [here](#).

General Obligation (GO) Bond Projects

On November 7, 2023 Phoenix voters passed the City Council approved \$500 million General Obligation (GO) Bond Program. After projects were selected and approved to be included in the Preliminary Capital Improvement Program in 2024, many projects have begun the initial stages of design, land acquisition, construction, and/or other prep work that will continue throughout the year. The total budget of GO Bond funds set aside for implementing the RSAP is **\$16,767,094**.

Learn more about the GO Bond Program [here](#).









Vision Zero - Road Safety Action Plan General Obligation (GO) Bond funded project locations:

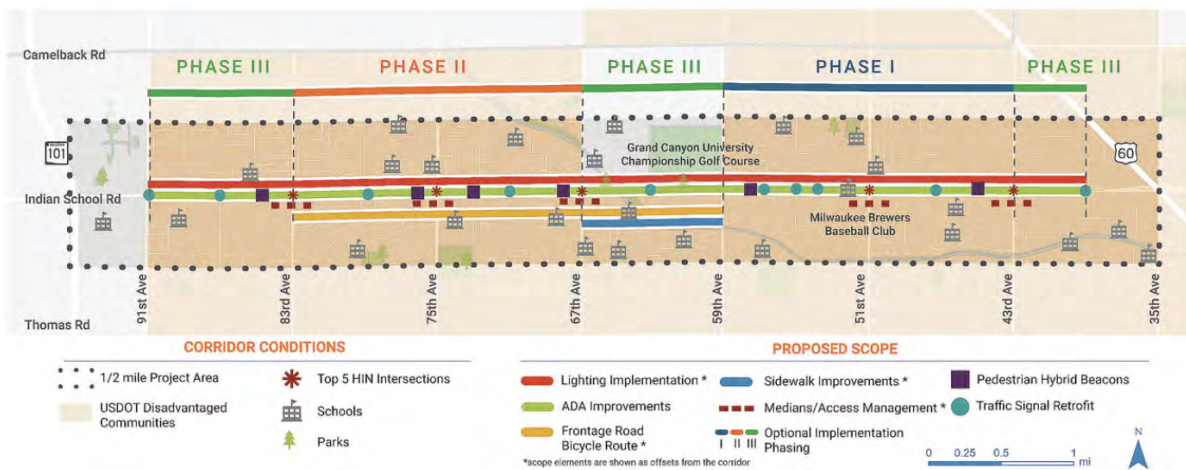
GO Bond Location	Project Number	Description
Bethany Home Rd, 15th-23rd Ave	ST85160037	Street Lighting
Bethany Home Rd, 33rd-35th Ave	ST85160036	Street Lighting
Indian School Rd, 40th-44th St	ST85160035	Street Lighting
Northern Ave, 27th-29th Ave	ST85160034	Street Lighting
Cave Creek Rd, Bell Rd to John Cabot Rd	ST85160033	Street Lighting
Thomas Rd, 23rd Ave-24th Ave	ST85160032	Street Lighting
McDowell Rd, 32nd-36th St	ST85160029	Street Lighting
19th Ave, Mission Ln - 550' N of Cactus Rd	ST85160030	Street Lighting
75th Ave, Indianola Ave - Devonshire Ave	ST85160031	Street Lighting
16th St & Broadway Rd	ST89340689	Traffic Signal Modernization
27th Ave & Montebello Ave	ST89330326	Traffic Signal Modernization
29th Ave & Bell Rd	ST89340684	Traffic Signal Modernization
35th Ave & Durango St	ST89340685	Traffic Signal Modernization
35th Ave & Glendale Ave	ST89340691	Traffic Signal Modernization
35th Ave & Thunderbird Rd	ST89340688	Traffic Signal Modernization
40th St & Broadway Rd	ST89340683	Traffic Signal Modernization
43rd Ave & Dunlap Ave	ST89340692	Traffic Signal Modernization
44th St and Thomas Rd	ST89340687	Traffic Signal Modernization
51st Ave & Broadway Rd	ST89340695	Traffic Signal Modernization
52nd St & McDowell Rd	ST89340694	Traffic Signal Modernization
75th Ave & Buckeye Rd	ST89340690	Traffic Signal Modernization
75th Ave & Virginia Ave	ST89340696	Traffic Signal Modernization
Cave Creek Rd & Rose Garden Ln	ST89340697	Traffic Signal Modernization
83rd Ave & McDowell Rd	ST89340686	Traffic Signal Modernization
Central Ave & Thomas Rd	ST89340693	Traffic Signal Modernization
Willetta St & 24th St	ST89330324	Traffic Signal Modernization
35th Ave & Mariposa St	ST89330385	HAWK
35th Ave & Waltann Ln	ST89330349	HAWK
64th St & Acoma Dr	ST89330382	HAWK
Van Buren St & 16th Ave	ST89330384	HAWK
Thunderbird Rd & 37th Place	ST89330380	HAWK
Central Ave & Orangewood Ave	ST89330383	Circular Flashing Beacon (CFB)

ReVISIONing Indian School Road (91st to 39th Ave)

In 2023, the City was awarded \$24,962,745 - the third largest award in the nation that year - in the FY23 SS4A Implementation Grant cycle to implement intersection and pedestrian infrastructure improvements and safety treatments along Indian School Road from 91st to 39th Avenues. The project will make strategic investments in safety measures designed to reduce the number of fatal and serious injury collisions along this arterial road. The 2022 RSAP ranked the Indian School Road corridor between among the highest crash risk locations within the city.

The project team will implement proven safety practices to reduce crashes and address safety issues involving pedestrians, bicyclists, people taking transit and drivers. Driving, walking or bicycling along Indian School Road will be safer with changes to increase lighting and visibility, create safer places for people to cross the road, installing new traffic signal technology and other improvements. The project is currently in design. Read more on our website [here](#).

-  **Lighting** - Implement corridor light along the north side of roadway
-  **ADA** - Enhance ADA compliance of more than 200 curb ramps and driveways
-  **Sidewalks** - Widen and separate 1 mile of sidewalk
-  **Medians** - Construct 2 miles of raised center median at 6 locations
-  **Mid-block crossings** - Build 7 pedestrian hybrid beacons to create signalized crossings every ¼ mile
-  **Transit Connection** - Create safer connects to existing transit stops
-  **Intersections** - Rebuild 10 intersections & traffic signals with leading pedestrian interval, passive pedestrian detection, protected left turns, lighting, corner safety improvements, and fiberoptic connectivity
-  **Bicycle & Pedestrian Corridor** - Retrofit over 5 miles residential frontage roads detached bicycle and pedestrian facilities



Projects

Below are additional projects that will receive funding in FY25 – FY30 for either planning, design, or construction.

Project Number / Description	Fiscal Year					
	2025	2026	2027	2028	2029	2030
ST89320163 RSAP Roadway Safety Action Plan Program	\$34,000	\$484,050	\$399,313	\$7,500,000	\$9,659,314	\$7,900,000
ST89320166 RSAP Scope/Design Various Locations	\$97,000					
ST89320167 RSAP 75th Ave & McDowell Rd Signal Mod	\$124,000					
ST89320169 RSAP 15th & 17th St & Camelback HAWKS	\$39,389	\$1,420,611				
ST89320170 RSAP/HSIP 43rd Ave - Missouri Signal Design	\$50,000	\$959,737				
ST89320171 RSAP/HSIP Traffic Signal Visibility 3 Locations	\$200,000	\$4,925,935	\$30,000			
ST89320172 RSAP/HSIP 43rd Ave - Thunderbird Signal	\$76,000	\$1,414,519	\$30,000			
ST89320174 RSAP BIL 2022 SS4A Supplemental Plan	\$596,000					
ST89320175 RSAP Annual Report & HIN Update	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
ST89320178 RSAP 19th Ave & Greenway Rd Signal Mod		\$600,000				
ST89320179 RSAP 24th St & Baseline Rd Signal Mod		\$600,000				
ST89320180 RSAP BIL Indian School Rd 91st-39th Ave	\$4,190,000	\$2,500,000	\$34,403,432	\$2,000,000	\$240,686	
ST89320181 RSAP 83rd Ave & Indian School Rd Signal Mod		\$500,000				
ST89320182 RSAP 51st Ave & Thomas Rd Signal Mod		\$570,000				
ST89320185 RSAP 35th Ave & Southern Ave Signal Mod	\$438,350					
ST89320186 RSAP Cave Creek & Union Hills Signal	\$376,000					
ST89320188 RSAP 19th Ave & Peoria Ave Signal Mod		\$675,000				
ST89320189 RSAP 28th Dr & Cactus Dr Signal Mod		\$600,000				
ST89320190 RSAP 19th Ave & Union Hills Dr Signal Mod		\$650,000				
ST89320191 RSAP 51st Ave & Thunderbird Rd Signal Mod		\$600,000				
ST89320192 RSAP SS4A FY24 Corridor Study		\$1,107,500				
ST89320194 RSAP 99th Ave & Lower Buckeye ADA I	\$50,000	\$150,000				
ST89320195 HSIP RSAP HAWK 26th St & Thomas Rd	\$3000	\$80,000		\$100,000		
ST89320196 HSIP RSAP Signal Mod 3 Locations	\$3000	\$200,000		\$300,000		
ST89330268 RSAP T2050 FY21 HAWKS	\$7,253,152	\$1,000,000				
ST89340584 RSAP Thomas/Indian School Signal Upgrade	\$5,219,403	\$1,638,504				
ST89340644 RSAP/HSIP COP: Various Locations	\$403,073	\$5,596,742				
ST89360041 RSAP Field Study - Yellow Change Intervals	\$95,000					
Grand Total	\$19,347,367	\$26,372,598	\$34,962,745	\$10,000,000	\$10,000,000	\$8,000,000
						\$108,682,710

Additional Educational Resources



HOW DO I USE A HAWK SIGNAL?

[CLICK HERE](#)

Phoenix is home to 110 High Intensity Activated CrossWalk (HAWK) beacon signals to help people safely cross busy streets. Approaching a HAWK signal for the first time can be daunting. Learn how they work as a pedestrian and as a motorist and where in the city they are located at the link above.



WORK ZONE SAFETY TIPS

[CLICK HERE](#)

As the city continues to implement roadway safety improvements, construction crews will set up 'Work Zones' where traffic speeds are reduced. Learn how to keep yourself and our dedicated construction crews safe in these work zones at the link above.



HOW DO I USE A ROUNDABOUT?

[CLICK HERE](#)

Roundabouts (traffic circles) can safely and effectively control traffic at many types of intersections. While commonplace in other parts of the globe for decades, in the US they are still fairly new to many drivers. Learn how to correctly enter and exit a roundabout safely at the link above.



STREET MAINTENANCE REQUESTS

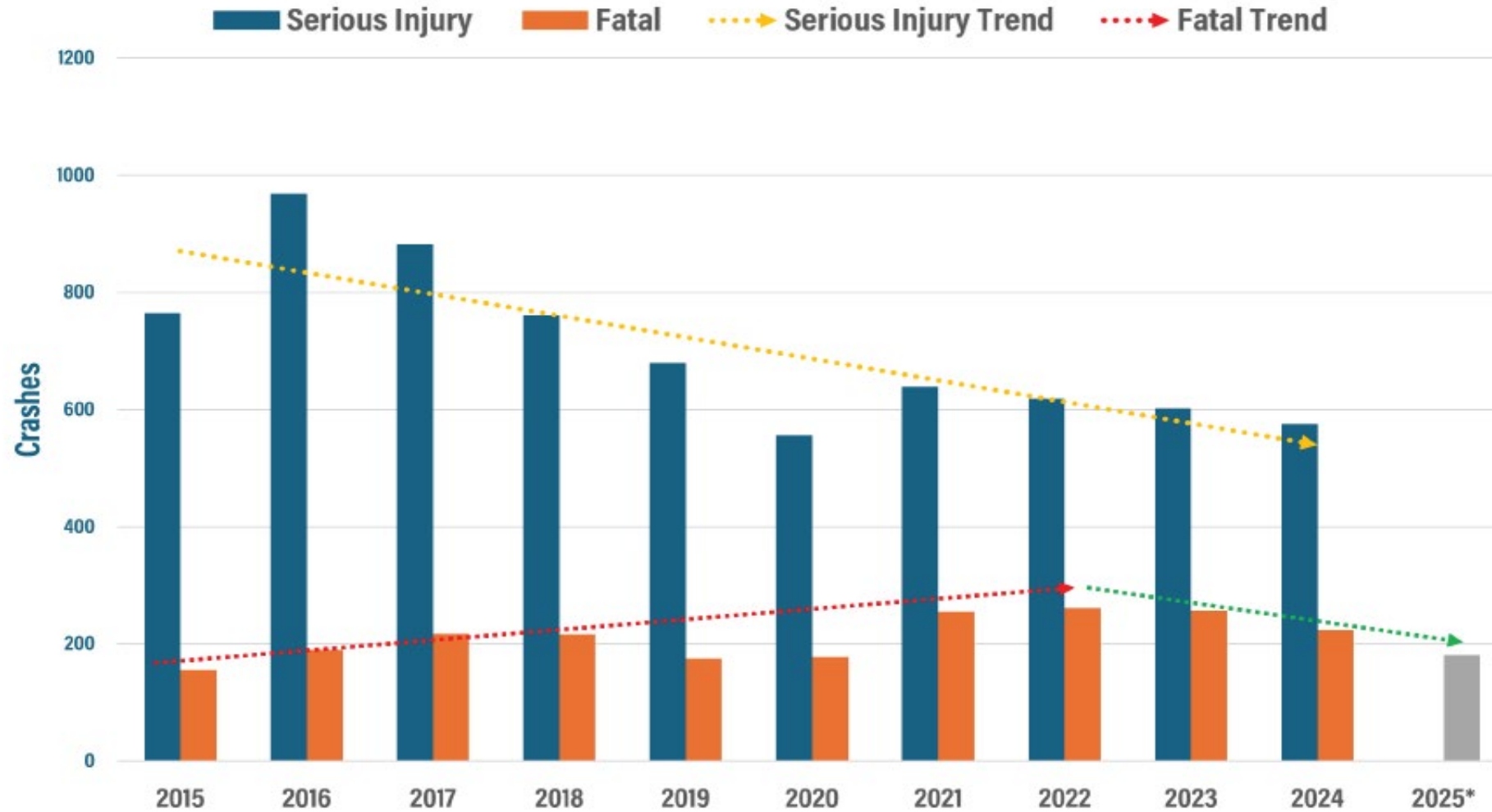
[CLICK HERE](#)

The Phoenix Streets Department needs your help in identifying traffic equipment that may be in need of repair. Report traffic signal issues and/or request new traffic signals and signal modifications in your neighborhood at the link above.



**SEE MORE OF WHAT'S
TO COME IN 2025
& ADDITIONAL
RESOURCES AT
[PHOENIX.GOV/STREETS](https://phoenix.gov/streets)**

Fatal and Serious Injury Crash Trends



The High Injury Network (HIN) was updated with new data based on **4,347 Crashes** resulting in serious injury or death between 2020-2024

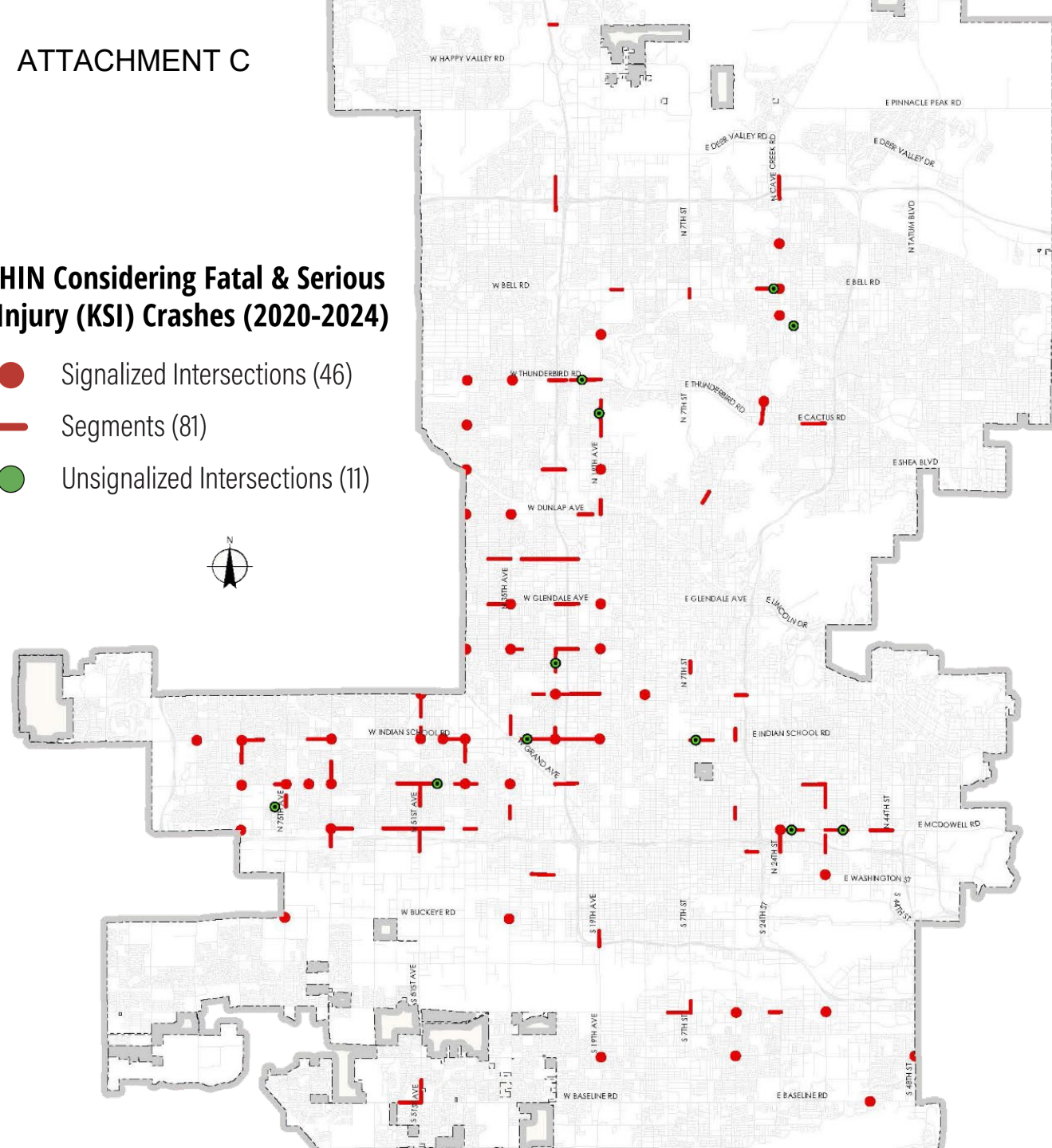
Signalized Intersections: This group represents less than 4% of Phoenix's signalized intersections and 23% of signalized KSI crashes

Segments: This group represents less than 1% of Phoenix's roads and 11% of all KSI crashes

ATTACHMENT C

HIN Considering Fatal & Serious Injury (KSI) Crashes (2020-2024)

- Signalized Intersections (46)
- Segments (81)
- Unsignalized Intersections (11)



CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Amber Williamson
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

SUBJECT: October 2026 Proposed Transit Service Changes

This report provides the results of the public outreach process and requests the Citizens Transportation Commission recommend City Council approval of the proposed October 2026 transit service changes. If approved, the service change will take effect on October 26, 2026.

Summary

As presented during the Commission's April 2026 meeting, the Public Transit Department (PTD) is proposing to implement a 3-year pilot which includes three microtransit zones within Phoenix and enhanced service on two RAPID routes by introducing weekday bi-directional service beginning in October 2026.

Background

In October 2024, PTD was awarded \$12,944,400 through the Federal Highway Administration's (FHWA) Congestion Relief Grant Program. Phoenix's application proposed implementing Project EASE (Effective Access Solutions for Easing Congestion), a three-pronged congestion-mitigation initiative designed to expand travel options and improve public transit accessibility. The total estimated program cost is \$16,180,500. PTD provided the required 20 percent local match (\$3,236,100) using T2050 funds as part of the grant application. The City Council approved submission of the grant application on May 15, 2024.

The Project EASE Grant Proposal included:

1. Implementing three microtransit service zones over a three-year period to expand transit coverage and improve first-mile/last-mile access.
2. Enhancing commuter bus (RAPID) service with improvements that complement and connect to the microtransit zones.
3. Integrating new and existing microtransit services into the region's transit software application to support trip planning, real-time vehicle tracking, and fare payment.

These initiatives are designed to expand access to public transit by improving ease of use and enhancing the overall passenger experience, ultimately helping to reduce roadway congestion.

Microtransit is a shared, on-demand public transportation service that uses smaller vehicles – typically vans or shuttles – to provide trips within a designated service zone at an affordable rate. Riders request trips by phone or through a mobile app. Unlike

fixed-route bus service, microtransit vehicles do not follow predetermined routes; instead, they operate on dynamically generated paths based on real-time demand. The service is intended to connect riders to and from a public transit hub for the initial and final legs of their journey, otherwise known as a “first-mile last-mile” solution. Once implemented, each microtransit zone would provide immediate improvements to transit accessibility, supporting both local and regional travel needs.

The enhanced RAPID routes will provide bi-directional service on the RAPID routes Monday through Friday by adding reverse-commute trips during peak hours and extending service into off-peak periods. Of note is that the introduction of off-peak periods also creates the opportunity for implementing reduced fares on RAPID trips for riders who meet the reduced fare requirements, in alignment with Federal Transit Administration (FTA) policy.

The pilot is planned for a three-year duration, after which PTD will evaluate the performance and effectiveness of both the microtransit zones and the expanded RAPID service hours. Findings from this evaluation will guide decisions on whether these services should continue as designed, be expanded, or be modified based on demonstrated demand and operational outcomes.

Proposed Service Improvements

See proposed service change maps in *Attachment A*.

Microtransit (to be called ‘PHXLink’) Implementation:

Three microtransit zones were identified in the Project EASE grant application. Each zone is planned to operate with four microtransit vehicles and will cover approximately 12–16 square miles. The size and boundaries of each zone were designed to balance service coverage with operational efficiency.

The North Phoenix Zone is generally bounded by Union Hills Drive to the south, Happy Valley Road to the north, 51st Avenue to the west, and 16th Street to the east. Implementation of this zone will be coordinated with the launch of enhanced all-day I-17 RAPID service, which will provide direct connections to Downtown Phoenix from the Happy Valley Park-and-Ride and the Bell/I-17 (Deer Valley) Park-and-Ride.

The West Phoenix Zone is generally bounded by McDowell Road to the south, Camelback Road to the north, 75th Avenue to the east, and 107th Avenue to the west. This zone will be implemented alongside enhanced all-day I-10 West RAPID service, offering direct connections to Downtown Phoenix from the Desert Sky Transit Center and the 79th Avenue/I-10 Park-and-Ride.

The South Phoenix Zone is generally bound by Dobbins Road to the south, Broadway Road to the north, 59th Avenue to the west, and Central Avenue to the east. This zone will connect directly to the Valley Metro Light Rail B Line at the Central and Baseline Park-and-Ride, providing seamless access to the regional rail network.

Each pilot microtransit zone is designed to operate daily from 6 a.m. to 8 p.m.

As identified in the FHWA grant application, PTD is partnering with Via Transportation to implement microtransit service within Phoenix. This partnership is structured as a turnkey solution in which Via Transportation will provide the vehicles, operators, ride-hailing platform, and performance-monitoring software necessary to operate and evaluate the service.

RAPID Service Enhancement:

Current Route Description

I-17 RAPID: The I-17 RAPID is an express bus route connecting north Phoenix with Downtown Phoenix along the I-17 freeway corridor. Current service operates inbound to Downtown Phoenix during weekday morning peak hours (5 a.m. to 8 a.m.), and outbound during weekday afternoon peak hours (3 p.m. to 6 p.m.) to the Thelda Williams Transit Center, the Bell/I-17 Park-and-Ride, and the Happy Valley Park-and-Ride.

I-10 West RAPID: The I-10 West RAPID is an express bus route connecting west Phoenix with Downtown Phoenix along the I-10 freeway corridor. Current service operates inbound to Downtown Phoenix during weekday morning peak hours (5 a.m. to 8 a.m.), and outbound during weekday afternoon peak hours (3 p.m. to 6 p.m.) to the 79th Avenue/I-10 Park-and-Ride and the Desert Sky Transit Center.

Proposed RAPID Changes

PTD proposes improving both routes to operate bi-directionally Monday through Friday by adding reverse-commute trips during peak hours and extending service into off-peak periods. Once implemented, each route will operate in both directions from 5 a.m. to 7 p.m. on weekdays. Existing peak-hour frequent service will remain in place to accommodate high-demand travel periods.

In addition to I-17 and I-10 West RAPID, PTD also proposed schedule adjustments to other RAPID routes (SR-51 RAPID, I-10 East RAPID, South Mountain East RAPID, and South Mountain West RAPID) that were shared for public comment in the effort to improve on-time performance and service efficiency.

Service Equity Analysis

Per FTA regulations, a Title VI Service Equity Analysis on the proposed service change was conducted to analyze if the proposed change causes a disparate impact on minority populations or yields a disproportionate burden towards low-income populations. According to the established major service change policy for the region, none of the service change proposals for October 2026 would have a disparate impact on minority populations or place a disproportionate burden on low-income populations. Therefore, no mitigation efforts are required as part of the October 2026 proposed service changes. Details of the analysis for the proposed service change are included in *Attachment B*.

Public Input

The Public Transit Department used the locally adopted public outreach process to solicit public feedback on proposed service changes.

The public input process took place from May 11, 2026, through June 16, 2026. During the public comment period, Phoenix and Valley Metro staff conducted outreach utilizing the

Valley Metro website, Valley Metro App, City newsletters, social media, and on-board bus public messaging announcements to notify passengers of the proposed changes and directed passengers to visit Valley Metro's website to submit comments. All outreach methods utilized bilingual (English and Spanish) messaging.

The proposed service change information was also presented by Public Transit staff to the following Village Planning Committees where the village would be impacted by the proposed service changes:

- May 4, 2026 - Deer Valley Village
- May 11, 2026 - Laveen Village
- May 12, 2026 - South Mountain Village
- May 13, 2026 - Maryvale Village
- May 19, 2026 - Estrella Village

A hybrid public hearing was held on May 27 at Valley Metro offices, Conference Room 10A and virtually, for the public to attend and provide comments.

Overall, 193 individual surveys were received about Phoenix's proposed service changes. The results of the public input by service proposal are as follows:

Project EASE Elements

Implement North Phoenix Microtransit Zone

- **94% Support.** 6% Not in Support

Implement South Phoenix Microtransit Zone

- **92% Support.** 8% Not in Support

Implement West Phoenix Microtransit Zone

- **95% Support.** 5% Not in Support

Improve I-17 RAPID

- **97% Support.** 3% Not in Support

Improve I-10 West RAPID

- **98% Support.** 2% Not in Support

Other RAPID Route Schedule Change Proposal

I-10 East RAPID

- **90% Support.** 10% Not in Support

South Mountain East (SME) RAPID

- **95% Support.** 5% Not in Support

South Mountain West (SMW) RAPID

- **90% Support.** 10% Not in Support

SR 51 RAPID

- **92% Support.** 8% Not in Support

Based on the feedback received, PTD is recommending approval of all proposed service changes.

Financial Impact

The proposed October 2026 service change will increase PTD's operating budget expense by approximately \$5,239,000 in the first year. 20% of the service cost is T2050 funded and 80% of the cost is funded through FHWA's Congestion Relief Grant.

Recommendation

Staff requests the Citizens Transportation Commission recommend City Council approval of the staff-recommended October 2026 proposed service changes, including the implementation of reduced fare options for RAPID service, as required by the FTA.

FHWA Congestion Relief Grant - Project EASE

Microtransit Zones

- North
- South
- West

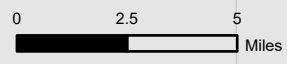
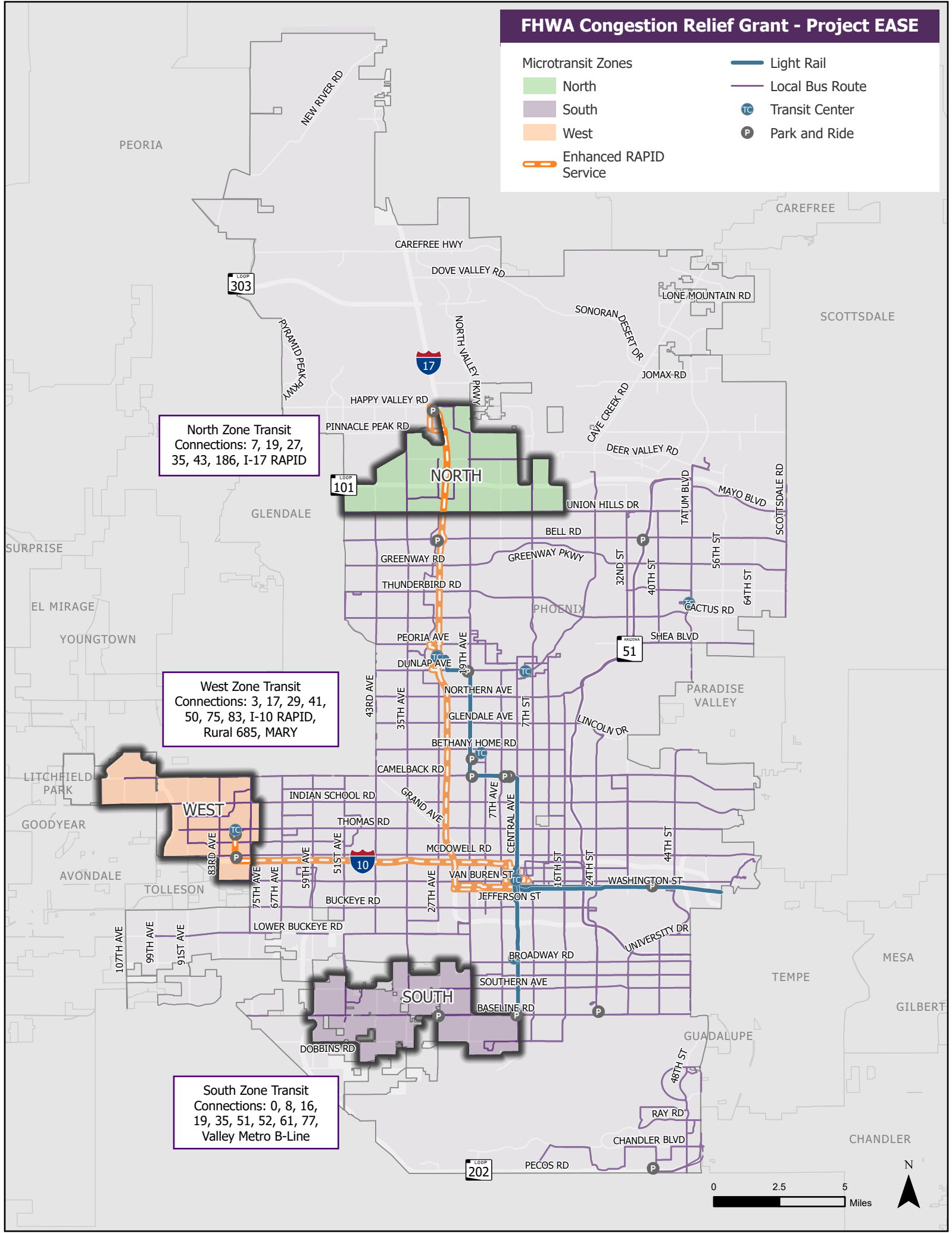
Enhanced RAPID Service

- Light Rail
- Local Bus Route
- TC Transit Center
- P Park and Ride

North Zone Transit Connections: 7, 19, 27, 35, 43, 186, I-17 RAPID

West Zone Transit Connections: 3, 17, 29, 41, 50, 75, 83, I-10 RAPID, Rural 685, MARY

South Zone Transit Connections: 0, 8, 16, 19, 35, 51, 52, 61, 77, Valley Metro B-Line



Title VI Service Equity Analysis

City of Phoenix October 2026 Service Change



City of Phoenix Public Transit Department



INTRODUCTION

Title VI of the Civil Rights Acts of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Federal law requires the City of Phoenix to evaluate service changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. This process will be used to evaluate bus services in an objective manner to identify the potential for adverse, disproportionately high, or disparate impacts to minority and/or low-income populations.

The Phoenix Public Transit Department (PTD) manages modification to the region's transit network through service changes. Bus service changes are coordinated regionally and occur in April and October each year. Service modifications that are considered major service changes require service equity analysis to be conducted and considered by the Phoenix City Council before approval.

SERVICE EQUITY ANALYSIS POLICIES

This section describes Phoenix's Title VI Service Equity analysis policy, definition, and data analysis procedures. The City of Phoenix Public Transit Title VI Program is posted at <https://www.phoenix.gov/publictransit/title-vi-notice>

Major Service Change

The Major Service Change and Service Equity Policy developed jointly by both the City of Phoenix and Valley Metro defines a major service change as follows:

- Adding or eliminating an entire route
- Expanding or reducing existing revenue miles on a route by more than 25% on Weekday, Saturday, or Sunday
- Expanding or reducing number of route directional miles more than 25%
- A change resulting in a 25% or greater variance from the existing route alignment¹²

¹ A change of 25 percent in weekly route revenue miles and/or route directional miles is the City of Phoenix threshold for determining whether a potential transit service change qualifies as a major service change (or "substantial" service change), according to the City of Phoenix resolution (1990). This percentage is generally an industry-wide percentage threshold used by peer transit systems throughout the United States. The City of Phoenix resolution also specifies that a public comment period will be initiated when a change in transit service of 25 percent or more is determined. Valley Metro has adopted the same thresholds.

² A change of 25 percent in Express/RAPID service route revenue miles and/or route directional miles does not apply to the portion of the routes that are on the freeway/highway because there are no stops or service. Only the portion of the routes that occurs on surface streets applies to the 25 percent threshold for a major service change.



All service change proposals that are determined to be a major service change will undergo Service Equity Analysis.

Adverse Effect

An adverse effect is defined as a reduction or addition in service that includes but is not limited to: changes in span of service, changes to frequency of service; the addition of new routes; the elimination of routes or route segments; or the modification of routes or route segments.

Disparate Impact

When the difference in adverse impacts between minority ridership³ and/or population⁴ and non-minority ridership and/or population on the affected service is equal to or greater than **five percent** compared to the transit system's minority and non-minority ridership⁵ and/or population, there would be a disparate impact.

Disproportionate Burden

When the difference in adverse impacts between low-income ridership³ and/or population⁴ and non-low-income ridership and/or population on an affected service is equal to or greater than **five percent** compared to the transit system's low-income and non-low-income ridership⁵ and/or population, there would be a disproportionate burden impact.

Should Valley Metro or the City of Phoenix find any disparate impact or disproportionate burden during the service equity analysis, steps will be taken to avoid, minimize, or mitigate the impacts.

Equity Analysis Data Sources

The following table identifies the data source for the service equity analysis depending on the type of service change being proposed.

³ The determination of the transit system and an affected route's minority and/or low-income ridership will be derived from the most recently completed, statistically valid regional on-board origin/destination survey.

⁴ The determination of the potential ridership for service expansion or the addition of a new service will be derived from the most recent American Community Survey data for the census tract or census block group surrounding the expanded route or new route.

⁵ The transit system's ridership is separated into Local Bus Service (local fixed bus routes, key local service, light rail, streetcar and circulator bus service) and Express/RAPID Service (commuter bus service). The affected service would be compared to the overall transit system's ridership by Local Bus Service or Express/RAPID Bus Service.



Category	Action	Sub Action	Evaluation Method
Service Level ⁶ Change	Reduction	Not Applicable	O/D ⁷ Data
	Expansion	Not Applicable	
Route Length	Reduction	Not Applicable	O/D Data
	Expansion	Not Applicable	Census Data
Route Alignment Change	Reduction	Not Applicable	O/D Data
	Expansion	Not Applicable	O/D Data and Census Data
	Modification	Eliminated Segment(s)	O/D Data and Census Data
		Segment(s) to New Areas	Census Data
	Elimination	Not Applicable	O/D Data
New Route	New Route	Not Applicable	Census Data
Fare Media Access	Modifications	Not Applicable	O/D Data Census Data

Transit System Minority/ Low-Income Population Benchmarks

Service Equity Analysis Service Area - Census ACS Data

Service Type	Minority	Low-Income (150%)
Local Bus	53%	22%
Circulator	58%	26%
Express/RAPID Bus	49%	20%

Service Equity Analysis - 2023 O/D Data

Service Type	Minority	Low-Income
Local Bus	65%	51%
Circulator	72%	63%
Express/RAPID Bus	38%	19%

⁶ Service Level- Refers to the span of service, days of operations, trips and headways (service frequencies) for a transit route or the regional transit system.

⁷ Origin/Destination Survey Data



Description of Proposed October 2026 Changes

Microtransit Implementation:

Three microtransit zones were identified in the Project EASE grant application. Each zone is planned to operate with four microtransit vehicles and will cover approximately 12–16 square miles. The size and boundaries of each zone were designed to balance service coverage with operational efficiency.

The North Phoenix Zone is generally bounded by Union Hills Drive to the south, Happy Valley Road to the north, 51st Avenue to the west, and 16th Street to the east. Implementation of this zone will be coordinated with the launch of enhanced all-day I-17 RAPID service, which will provide direct connections to Downtown Phoenix from the Happy Valley Park-and-Ride and the Bell/I-17 (Deer Valley) Park-and-Ride.

The West Phoenix Zone is generally bounded by McDowell Road to the south, Camelback Road to the north, 75th Avenue to the east, and 107th Avenue to the west. This zone will be implemented alongside enhanced all-day I-10 West RAPID service, offering direct connections to Downtown Phoenix from the Desert Sky Transit Center and the 79th Avenue/I-10 Park-and-Ride.

The South Phoenix Zone is generally bounded by Dobbins Road to the south, Broadway Road to the north, 59th Avenue to the west, and Central Avenue to the east. This zone will connect directly to the Valley Metro Light Rail B Line at the Central and Baseline Park-and-Ride, providing seamless access to the regional rail network. Each pilot microtransit zone is designed to operate daily from 6 a.m. to 8 p.m.

RAPID Service Enhancement:

Current Route Description

I-17 RAPID: The I-17 RAPID is an express bus route connecting north Phoenix with Downtown Phoenix along the I-17 freeway corridor. Current service operates inbound to Downtown Phoenix during weekday morning peak hours (5 a.m. to 8 a.m.), and outbound during weekday afternoon peak hours (3 p.m. to 6 p.m.) to the Thelda Williams Transit Center, the Bell/I-17 Park-and-Ride, and the Happy Valley Park-and-Ride.

I-10 West RAPID: The I-10 West RAPID is an express bus route connecting west Phoenix with Downtown Phoenix along the I-10 freeway corridor. Current service operates inbound to Downtown Phoenix during weekday morning peak hours (5 a.m. to 8 a.m.), and outbound during weekday afternoon peak hours (3 p.m. to 6 p.m.) to the 79th Avenue/I-10 Park-and-Ride and the Desert Sky Transit Center.

Proposed RAPID Changes

PTD proposes improving both routes to operate bi-directionally Monday through Friday by adding reverse-commute trips during peak hours and extending service into off-peak



periods. Once implemented, each route will operate in both directions from 5 a.m. to 7 p.m. on weekdays. Existing peak-hour frequent service will remain in place to accommodate high-demand travel periods.

In addition to I-17 and I-10 West RAPID, PTD also proposed schedule changes to other RAPID routes (SR 51 RAPID, I-10 East RAPID, South Mountain East RAPID, and South Mountain West RAPID) that were shared for public comment in the effort to improve on-time performance and service efficiency.

Public Outreach

The Public Transit Department used the locally adopted public outreach process to solicit public feedback on proposed service changes.

The public input process took place from May 11, 2026, through June 16, 2026. During the public comment period, Phoenix and Valley Metro staff conducted outreach utilizing the Valley Metro website, Valley Metro App, City newsletters, social media, and on-board bus public messaging announcements to notify passengers of the proposed changes and directed passengers to visit Valley Metro's website to submit comments.

The proposed service change information was also presented by city staff to the following Village Planning Committees where the village would be impacted by the proposed service change:

- May 4, 2026- Deer Valley Village
- May 11, 2026- Laveen Village
- May 12, 2026- South Mountain Village
- May 13, 2026- Maryvale Village
- May 19, 2026- Estrella Village

A hybrid public hearing was held on May 27 at Valley Metro's offices, Conference Room 10A and virtually, for the public to attend and provide comments.

SERVICE EQUITY ANALYSIS OF OCTOBER 2025 PROPOSED SERVICE CHANGES

The first step of the Title VI assessment is to measure and document the magnitude of service change being proposed to determine if a project qualifies as a "major service change".



Table 1: Magnitude of Impact- Revenue Miles Change

Routes	Current Revenue Miles			Proposed Revenue Miles			% Difference		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
I17 RAPID	864	-	-	1,318	-	-	53%		
I-10 West RAPID	255	-	-	536	-	-	110%		
North Microtransit	-	-	-	New	New	New	100%	100%	100%
South Microtransit	-	-	-	New	New	New	100%	100%	100%
West Microtransit	-	-	-	New	New	New	100%	100%	100%

Table 2: Magnitude of Impact- Directional Miles Change

Routes	Current Directional Miles	Proposed Directional Miles	% Difference
I17 RAPID	44	44	0%
I-10 West RAPID	26	26	0%
North Microtransit	N/A	N/A	N/A
South Microtransit	N/A	N/A	N/A
West Microtransit	N/A	N/A	N/A

Table 3: Magnitude of Impact- Major Change Indicators by Individual Projects

	Add or Eliminate Route	Expanding or reducing existing route by more than 25% of Weekday route revenue miles	Expanding or reducing existing route by more than 25% of Saturday routes revenue miles	Expanding or reducing existing route by more than 25% of Sunday route revenue miles	Expanding or reducing number of route directional miles more than 25%	A change resulting in a 25% or greater variance from the existing route alignment	Continue to Assess Mitigation
I17 RAPID	No	Yes	No	No	No	No	Yes
I-10 West RAPID	No	Yes	No	No	No	No	Yes
North Microtransit	Yes	Yes	Yes	Yes	Yes	Yes	Yes
South Microtransit	Yes	Yes	Yes	Yes	Yes	Yes	Yes
West Microtransit	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Magnitude of Service Change Assessment Findings

Microtransit service implementation qualifies as add a new route. I-17 RAPID and I-10 West RAPID’s revenue mile increase are greater than 25% of existing service on weekdays. Therefore, all proposed projects will proceed to step 2 to be assessed for possible disparate impact to minority population and/or bestowing disproportionate burden on low-income populations.



Step 2- Disparate Impact and Disproportionate Burden Determination

The second step of the service equity assessment will evaluate each major service change to determine if it would have a disparate impact on minority populations and/or cause disproportionate burden on low-income populations. Should Valley Metro or the City of Phoenix find any disparate impact or disproportionate burden is found during the service equity analysis, steps will be taken to avoid, minimize, or mitigate the impacts.

Table 4: Route Service Area Title VI Populations by Census Block Group*

Route	Percent Minority Population	Percent Low Income Population
All Local	52.8%	22.0%
North Microtransit Zone	37.4%	18.4%
South Microtransit Zone	80.1%	24.0%
West Microtransit Zone	82.8%	26.0%
* Population within 3/4 mile buffer of route.		
	Above system average by five percent	
Route	Percent Minority Population	Percent Low Income Population
RAPID/Express	49.2%	20.0%
I-17 RAPID	63.8%	32.5%
I-10 West RAPID	84.6%	36.6%
* Population within 3/4 mile buffer of route.		
	Above system average by five percent	

Table 5. Route Rider Population from 2023 Valley Metro Origin and Destination Survey

Route	Percent Minority Population	Percent Low Income Population
All RAPID/Express	37.5%	18.5%
I-17 RAPID	45.1%	30.9%
I-10 West RAPID	66.7%	32.0%
* 2023 Valley Metro Origin and Destination Study		
	Above system average by five percent	

Step 2- Disparate Impacts and Disproportionate Burden findings and mitigation strategy



North Microtransit Zone

Findings: Based on census data, areas proposed to be covered by the North microtransit zone are 37.4% minority, which is less than the regional local route average of 52.8%. Should the proposed service change negatively impact riders, it would not qualify as having a disparate impact on minority populations. The same area is 18.4% low-income, which is less than the regional local route average of 22%. Should the proposed service change negatively impact riders, it would not qualify as causing disproportional burden on low-income populations

Mitigation Requirements: The proposed microtransit zone in north Phoenix would provide additional transit options for riders on top of existing transit service. Since the proposed change is a positive change for transit passengers, no mitigation efforts are necessary.

South Microtransit Zone

Findings: Based on census data, areas proposed to be covered by the South microtransit zone are 80.1% minority, which is more than five percent above the regional local route average of 52.8%. Should the proposed service change negatively impact riders, it would qualify as having a disparate impact on minority populations. The same area is 24% low-income, which is less than five percent above the regional local route average of 22%. Should the proposed service change negatively impact riders, it would not qualify as causing disproportional burden on low-income populations

Mitigation Requirements: The proposed microtransit zone in South Phoenix would provide additional transit options for riders on top of existing transit service. Since the proposed change is a positive change for transit passengers, no mitigation efforts are necessary.

West Microtransit Zone

Findings: Based on census data, areas proposed to be covered by the West microtransit zone are 82.8% minority, which is more than five percent above the regional local route average of 52.8%. Should the proposed service change negatively impact riders, it would qualify as having a disparate impact on minority populations. The same area is 26% low-income, which is less than five percent above the regional local route average of 22%. Should the proposed service change negatively impact riders, it would not qualify as causing disproportional burden on low-income populations

Mitigation Requirements: The proposed microtransit zone in West Phoenix would provide additional transit options for riders on top of the existing transit service. Since



the proposed change is a positive change for transit passengers, no mitigation efforts are necessary.

I-17 RAPID

Findings: According to the most recent origin/destination survey, current I-17 RAPID passengers are 45% of the minority, which is more than five percent above the regional average of 37.5% for RAPID routes. Should the proposed service change negatively impact riders, it would qualify as having a disparate impact on minority populations. I-17 RAPID passengers are 30.9% low-income, which is more than five percent above the regional average of 18.5% for RAPID routes. Should the proposed service change negatively impact riders, it would qualify as causing a disproportional burden on low-income populations.

Mitigation Requirements: The proposed service change on I-17 RAPID is to keep existing service and add more trips bi-directionally on weekdays. Since the proposed change is a positive change for transit passengers, no mitigation efforts are necessary.

I-10 West RAPID

Findings: According to the most recent origin/destination survey, current I-10 West RAPID passengers are 66% minority, which is more than five percent above the regional average of 37.5% for RAPID routes. Should the proposed service change negatively impact riders, it would qualify as having a disparate impact on minority populations. I-10 West RAPID passengers are 32% low-income, which is more than five percent above the regional average of 18.5% for RAPID routes. Should the proposed service change negatively impact riders, it would qualify as causing a disproportional burden on low-income populations.

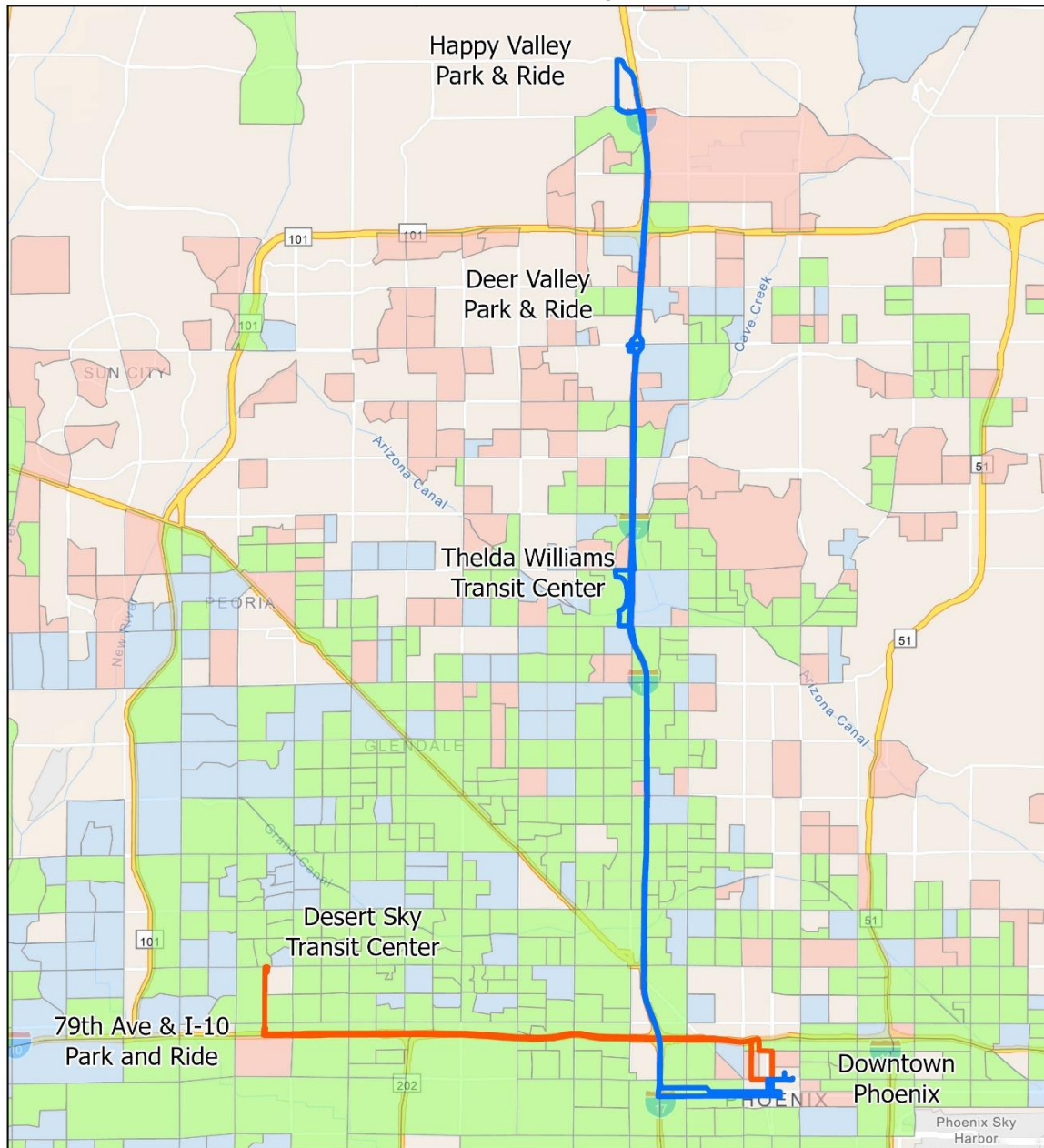
Mitigation Requirements: The proposed service change on I-10 West RAPID is to keep existing service and add more trips bi-directionally on weekdays. Since the proposed change is a positive change for transit passengers, no mitigation efforts are necessary.



Demographic Maps

Map 1: October 2026 Service Change and Title VI Populations- RAPID

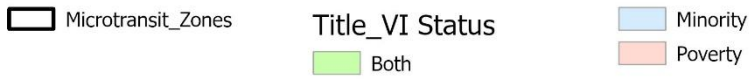
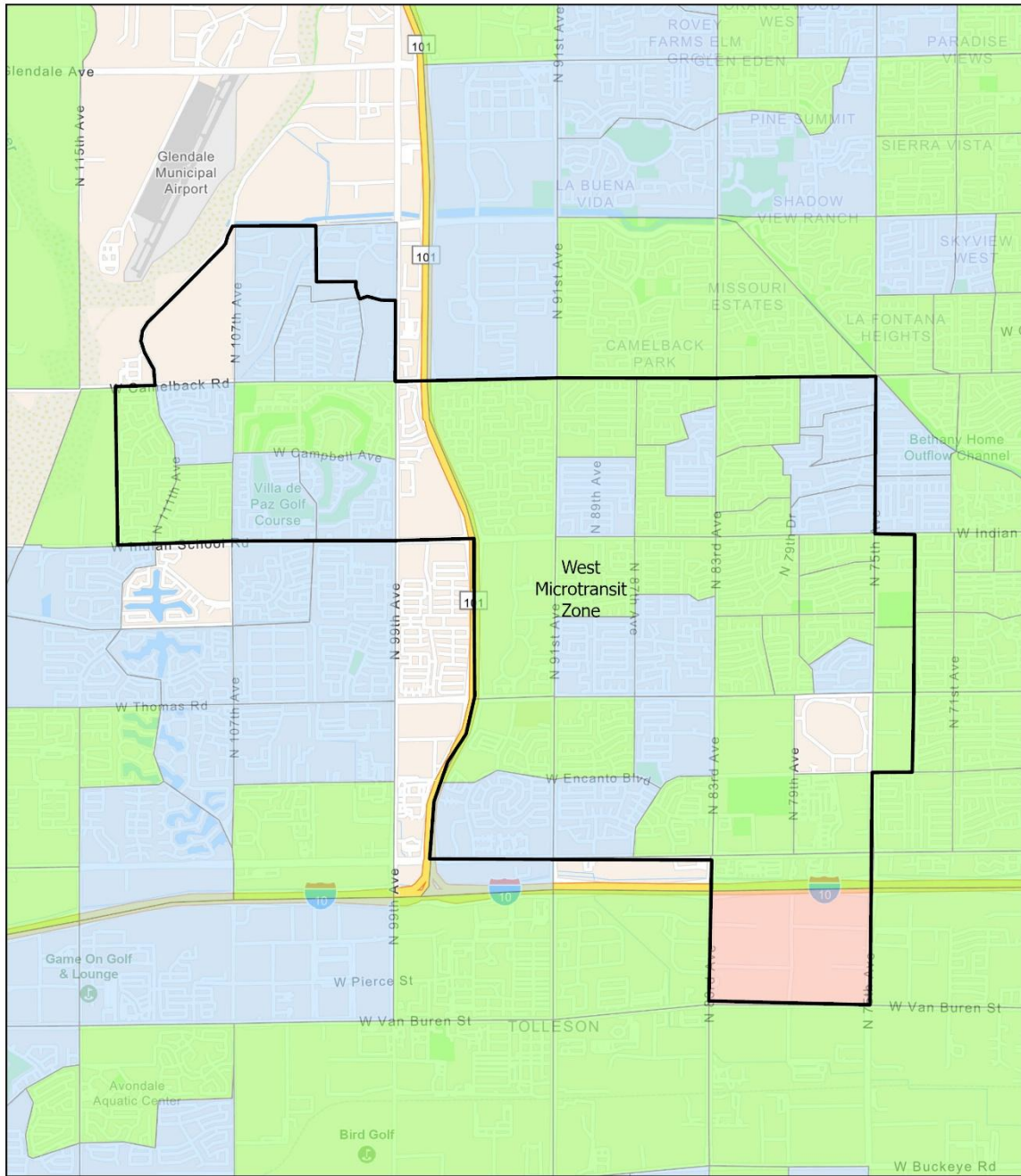
October 2026 Proposed Service Change
 RAPID Service Expansion





Map 3: October 2026 Service Change and Title VI Populations- West Microtransit Zone

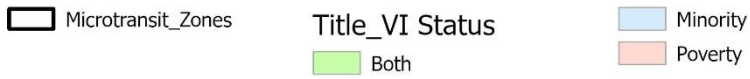
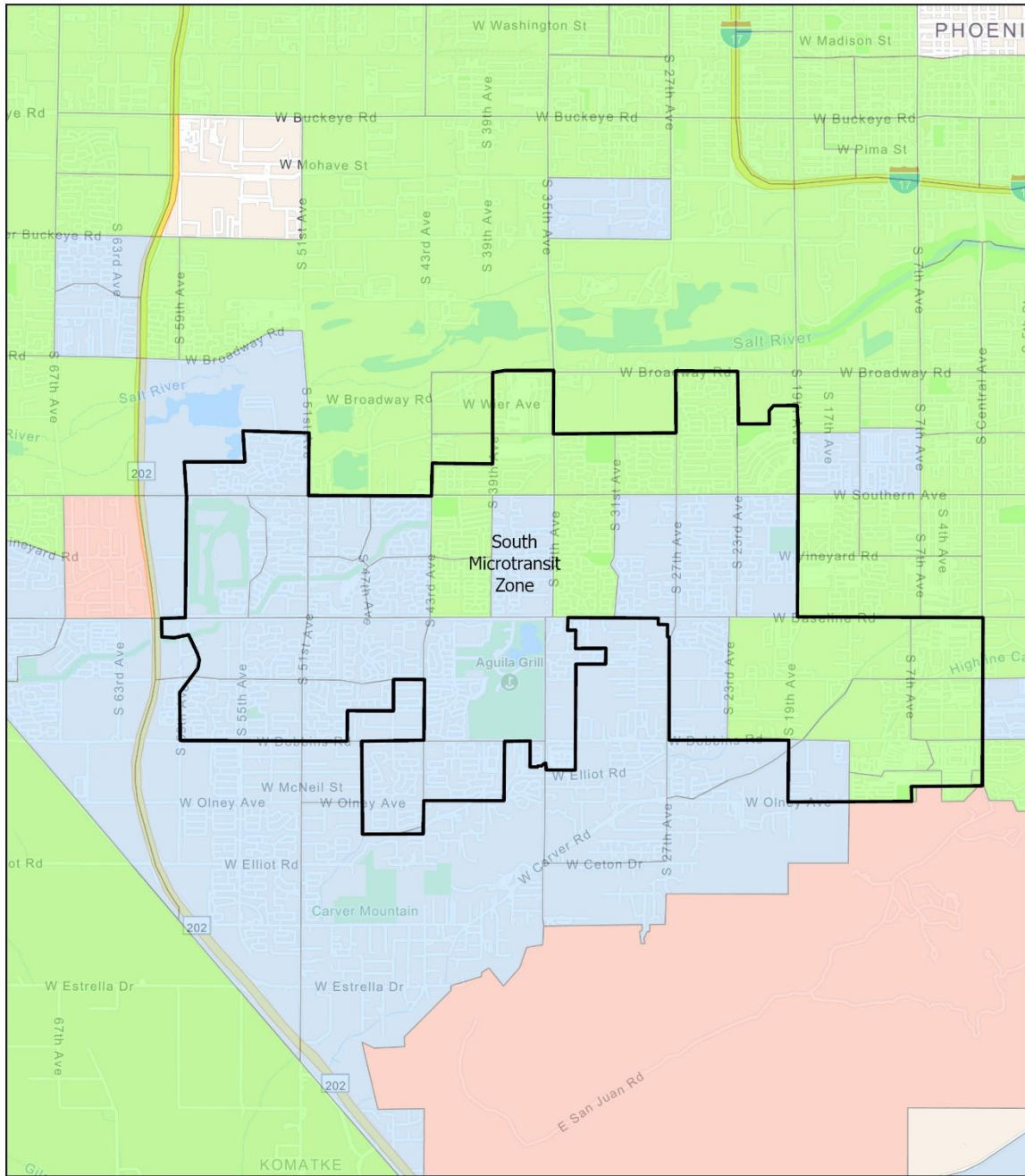
October 2026 Proposed Service Change West Microtransit Zone





Map 4: October 2026 Service Change and Title VI Populations- South Microtransit Zone

October 2026 Proposed Service Change South Microtransit Zone



CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

FROM: Jesus Sapien
Public Transit Director

Briiana Velez
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 (T2050) LONG-TERM PERFORMANCE
METRICS REPORT

This report provides information to the Citizens Transportation Commission (CTC) on the status of the Transportation 2050 (T2050) Long-Term Performance Metrics report.

BACKGROUND

This is the second Long-Term Performance Metrics report prepared for the CTC and summarizes progress during the January 2021 – December 2025 five-year period of the T2050 program. The report provides an overview of program status, financial performance, major accomplishments, and progress toward the 35-year goals established by voters through Proposition 104. With funding from the 0.7% sales tax and federal, regional, and local sources, T2050 continues to support expanded public transit, street improvements, and long-term system sustainability.

OTHER INFORMATION

Staff is working with the T2050 Program Management Consultant to finalize the Long-Term Performance Metrics report. The full interactive report will be made available online this summer and will include detailed performance measures for public transit, streets, and citywide mobility.

RECOMMENDATION

This item is for information only.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Moody and members of the Commission

FROM: Jesús Sapien
Public Transit Director

Briiana Velez
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 FINANCIAL UPDATE

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

THE ISSUE

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

OTHER INFORMATION

The sales tax revenues are being used in the Public Transit and Street Transportation Departments' budgets to implement projects in the T2050 plan. The T2050 sales tax became effective January 1, 2016, and with the one-month lag in sales tax reporting and collections, there have been 10 years and three months of revenue collected by the City through April 2026.

Figure 1 below provides estimated and actual sales tax from the inception (2015) of the sales tax through April 30, 2026. Estimates are based on a consistent annual growth rate. Some months and years will see a higher or lower return; however, the differences are anticipated to balance over time.

Figure 2 shows a year-over-year monthly comparison of T2050 sales tax revenues, and the percentage change compared to the same month of the prior year. With preliminary April 2026 sales tax figures, revenues were 23.7% higher than April 2025.

Figure 3 compares fiscal year-to-date T2050 sales tax revenues for the past three fiscal years and the current fiscal year. With the preliminary April amount, fiscal year-to-date sales tax revenues through April 2026 were 15.9% higher than the previous fiscal year.

Figure 4 shows a year-over-year monthly comparison of the past year's total Public Transit fare revenues. Preliminary April 2026 fare revenues were 14.3% higher than April 2025 fare revenues.

Figure 5 is a fiscal year-to-date comparison of total Public Transit fare revenues with the prior three fiscal years. Through April 2026, fiscal year-to-date preliminary fare revenues were 37.4% higher than last fiscal year.

Figure 6 shows a year-over-year monthly comparison of combined T2050 sales tax and total Public Transit fare revenues for the past year. With the preliminary April 2026 sales tax amount, the combined T2050 sales tax and preliminary fare revenues for the month are 23.1% higher than April 2025.

Figure 7 is a fiscal year-to-date comparison of combined T2050 sales tax and total Public Transit fare revenues with the prior three fiscal years. With the preliminary April 2026 sales tax amount, these revenues were 17.4% higher than the same period last fiscal year.

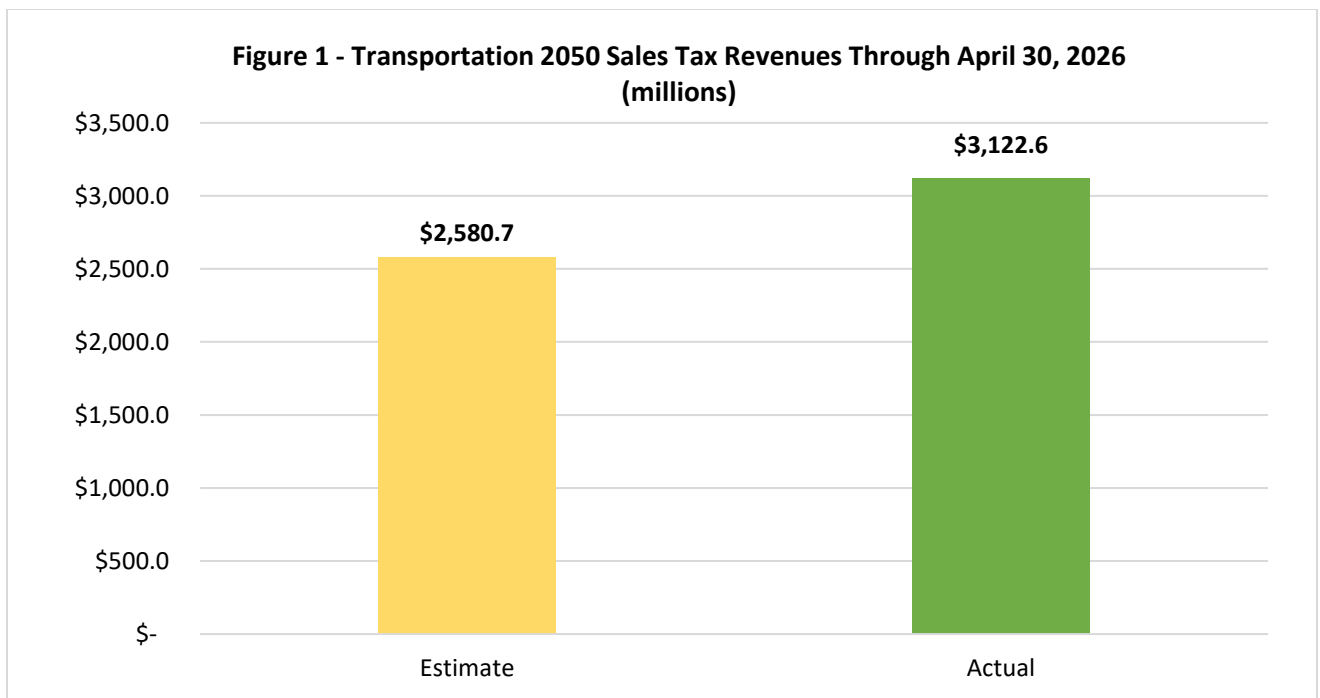


Figure 2 - Monthly Transportation 2050 Sales Tax Revenues Comparison (millions)

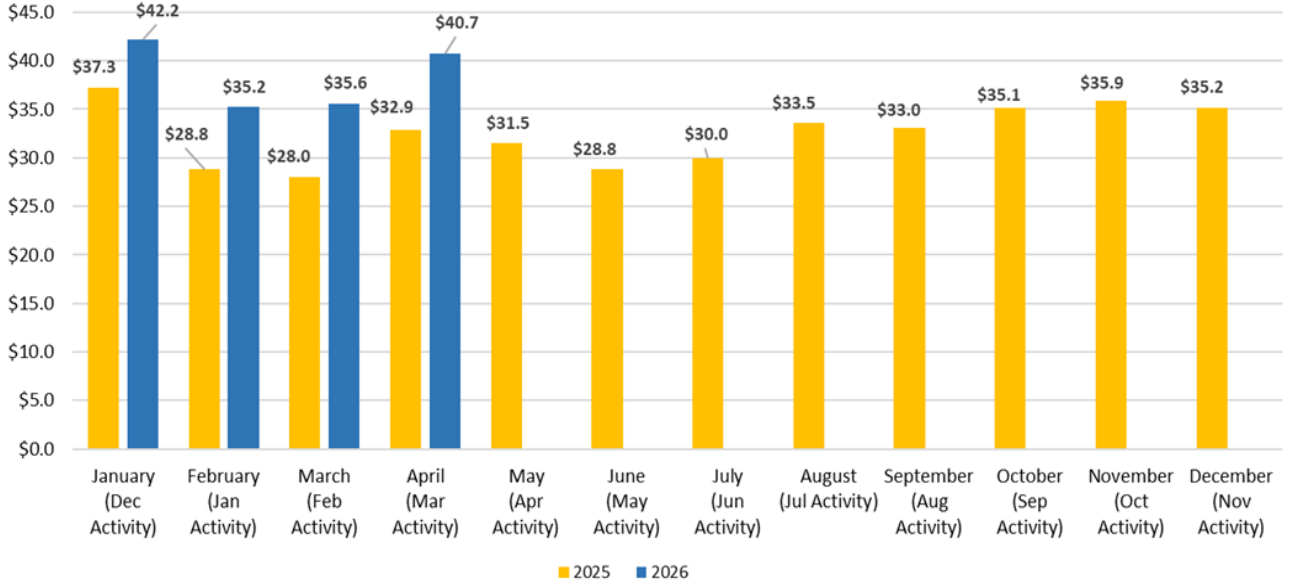
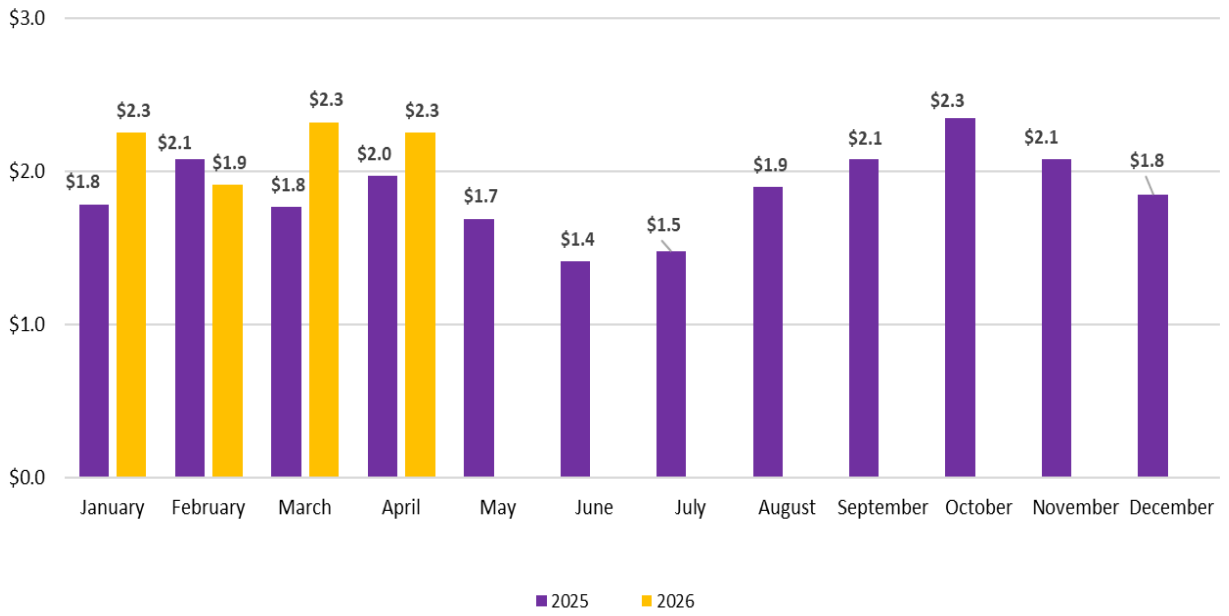


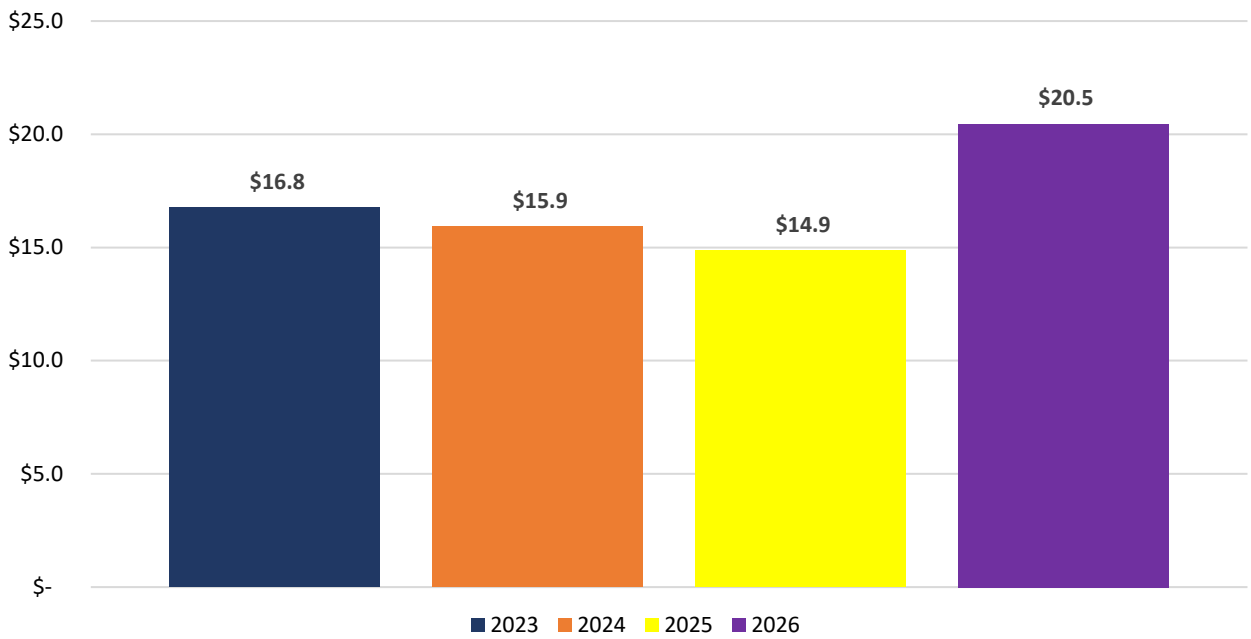
Figure 3 - Fiscal Year-to-Date Transportation 2050 Sales Tax Revenues Comparison through April (millions)

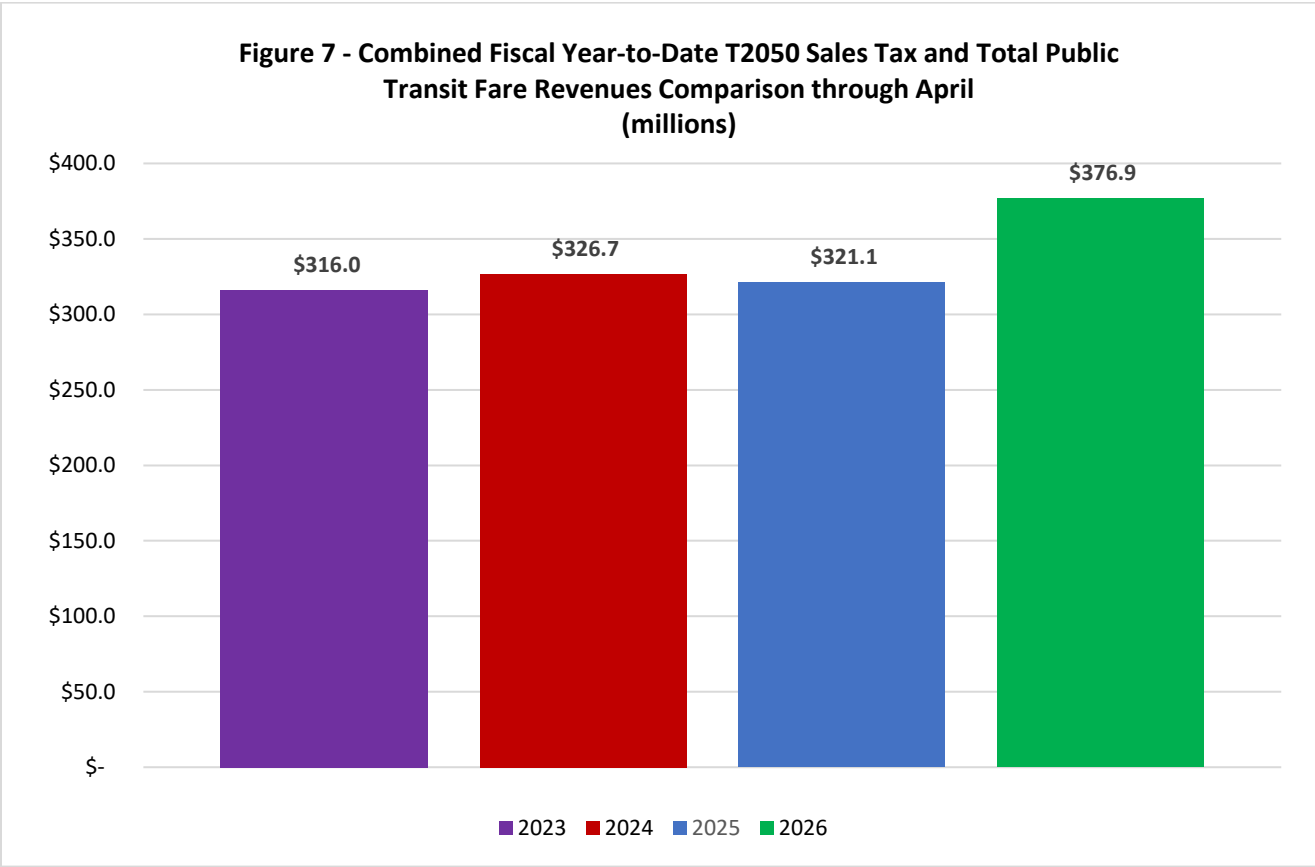
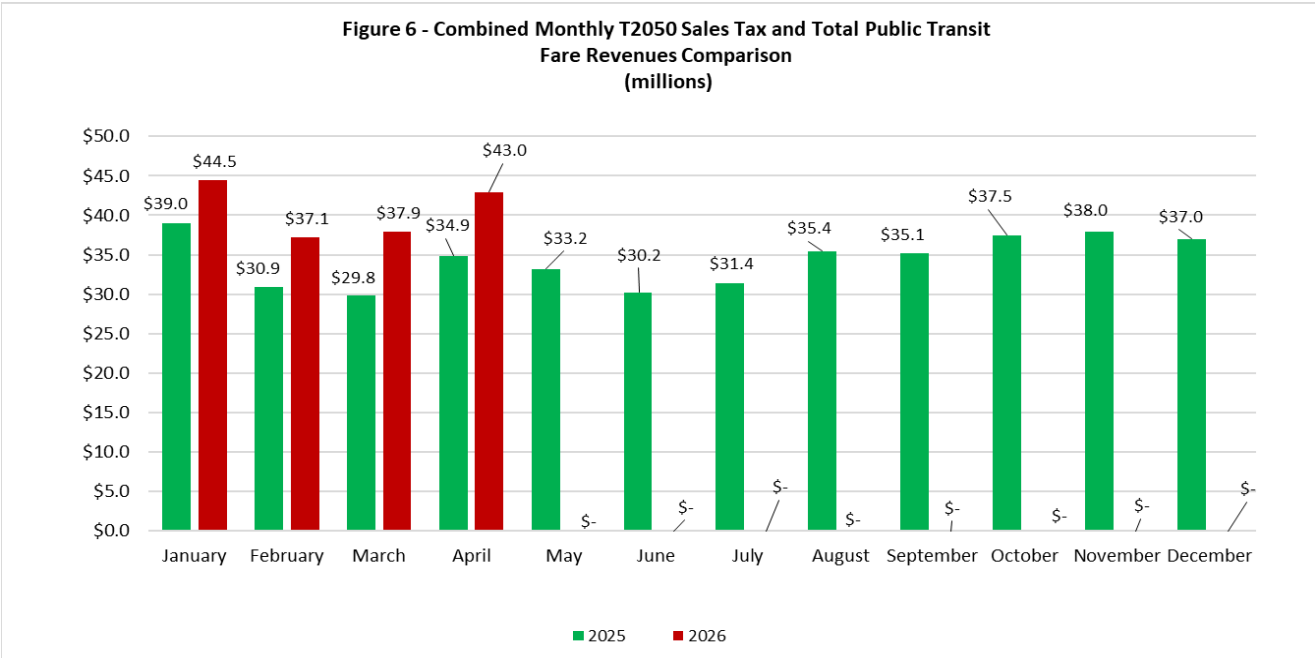


**Figure 4 - Monthly Total Public Transit Fare Revenues Comparison
(millions)**



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





The attached table (Attachment A) shows fiscal year 2025-26 T2050 sales tax revenue collections and T2050 expenditures through April 30, 2026.

RECOMMENDATION

This report is for information and discussion only.

Attachment A

T2050 SALES TAX REVENUES:

Actuals Through FY 2024-25	\$ 2,766,046,000
July 2025 - April 2026	356,506,000
TOTAL	3,122,552,000

EXPENDITURES:

Project	FY 2025-26 Total Expenditures	FY 2025-26 T2050 Expenditures	FY 2025-26 Other (1) Expenditures	FY 2025-26 Total Commit	FY2025-26 T2050 Commit	FY 2025-26 Other (1) Commit	FY 2025-26 Total Actual + Commit	FY 2025-26 T2050 Actual+ Commit	FY 2025-26 Current Year Other (1) Actual + Commit
Transit Ops and Administration	289,433,929	270,797,967	18,635,961	36,939,365	35,353,964	1,585,401	326,373,293	306,151,931	20,221,363
Bus Purchases	78,900	78,900	0	0	0	0	78,900	78,900	0
DAR Vehicle Purchases	0	0	0	0	0	0	0	0	0
Bus Stop Improvements	415,763	415,763	0	0	0	0	415,763	415,763	0
South Facility Upgrades	0	0	0	0	0	0	0	0	0
Bus Pullouts	82,451	113,007	(30,555)	0	0	0	82,451	113,007	(30,555)
Transit Technology	3,493,055	956,104	2,536,950	137,479	348,508	(211,029)	3,630,534	1,304,613	2,325,921
South Central LRT	3,138,907	3,384,242	(245,336)	0	0	0	3,138,907	3,384,242	(245,336)
Capital/I-10 West LRT	8,240,401	8,240,651	(250)	0	0	0	8,240,401	8,240,651	(250)
Northwest Extension LRT Phase II	2,647,942	4,227,976	(1,580,033)	0	0	0	2,647,942	4,227,976	(1,580,033)
Bus Rapid Transit	0	0	0	0	0	0	0	0	0
Other Transit Capital	1,854,905	2,687,813	(832,909)	152,678	152,678	0	2,007,582	2,840,491	(832,909)
Project/Construction Mgmt - Public Transit	697,109	895,275	(198,166)	547,808	383,931	163,877	1,244,917	1,279,206	(34,289)
Project/Construction Mgmt - Streets	504,581	504,581	0	329,734	329,734	0	834,315	834,315	0
T2050 Cement Repair	0	0	0	0	0	0	0	0	0
T2050 Crack Seal	315,151	315,151	0	0	0	0	315,151	315,151	0
T2050 Major Street Overlay	28,899,987	28,899,987	0	11,567,246	11,567,246	0	40,467,233	40,467,233	0
T2050 Arterial TRMSS	0	0	0	0	0	0	0	0	0
T2050 Arterial Micro Surfacing	994,531	994,531	0	0	0	0	994,531	994,531	0
T2050 Arterial Microseal	0	0	0	0	0	0	0	0	0
Major Streets Project Assessments	0	0	0	0	0	0	0	0	0
Major Street Transportation Projects	2,556,900	2,556,900	0	348,649	348,649	0	2,905,548	2,905,548	0
Traffic Signal Pole Painting	265,501	265,501	0	0	0	0	265,501	265,501	0
Left Turn Arrows & HAWK	5,036,921	5,036,921	0	12,826,612	12,826,612	0	17,863,533	17,863,533	0
Illuminated Street Name Signs	0	0	0	0	0	0	0	0	0
Pedestrian and Bicycle	2,284,801	2,284,801	0	327,454	327,454	0	2,612,255	2,612,255	0
TOTAL	350,941,732	332,656,070	18,285,662	63,177,024	61,638,775	1,538,249	414,118,756	394,294,845	19,823,911

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

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Moody and members of the Commission

FROM: Jesús Sapien
Public Transit Director

Briiana Velez
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 FINANCIAL UPDATE

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

THE ISSUE

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

OTHER INFORMATION

The sales tax revenues are being used in the Public Transit and Street Transportation Departments' budgets to implement projects in the T2050 plan. The T2050 sales tax became effective January 1, 2016, and with the one-month lag in sales tax reporting and collections, there have been 10 years and four months of revenue collected by the City through May 2026.

Figure 1 below provides estimated and actual sales tax from the inception (2015) of the sales tax through May 31, 2026. Estimates are based on a consistent annual growth rate. Some months and years will see a higher or lower return; however, the differences are anticipated to balance over time.

Figure 2 shows a year-over-year monthly comparison of T2050 sales tax revenues, and the percentage change compared to the same month of the prior year. With preliminary May 2026 sales tax figures, revenues were 22.2% higher than May 2025.

Figure 3 compares fiscal year-to-date T2050 sales tax revenues for the past three fiscal years and the current fiscal year. With the preliminary May amount, fiscal year-to-date sales tax revenues through May 2026 were 16.5% higher than the previous fiscal year.

Figure 4 shows a year-over-year monthly comparison of the past year's total Public Transit fare revenues. Preliminary May 2026 fare revenues were 14.4% higher than May 2025 fare revenues.

Figure 5 is a fiscal year-to-date comparison of total Public Transit fare revenues with the prior three fiscal years. Through May 2026, fiscal year-to-date preliminary fare revenues were 36.4% higher than last fiscal year.

Figure 6 shows a year-over-year monthly comparison of combined T2050 sales tax and total Public Transit fare revenues for the past year. With the preliminary May 2026 sales tax amount, the combined T2050 sales tax and preliminary fare revenues for the month are 21.8% higher than May 2025.

Figure 7 is a fiscal year-to-date comparison of combined T2050 sales tax and total Public Transit fare revenues with the prior three fiscal years. With the preliminary May 2026 sales tax amount, these revenues were 18.3% higher than the same period last fiscal year.

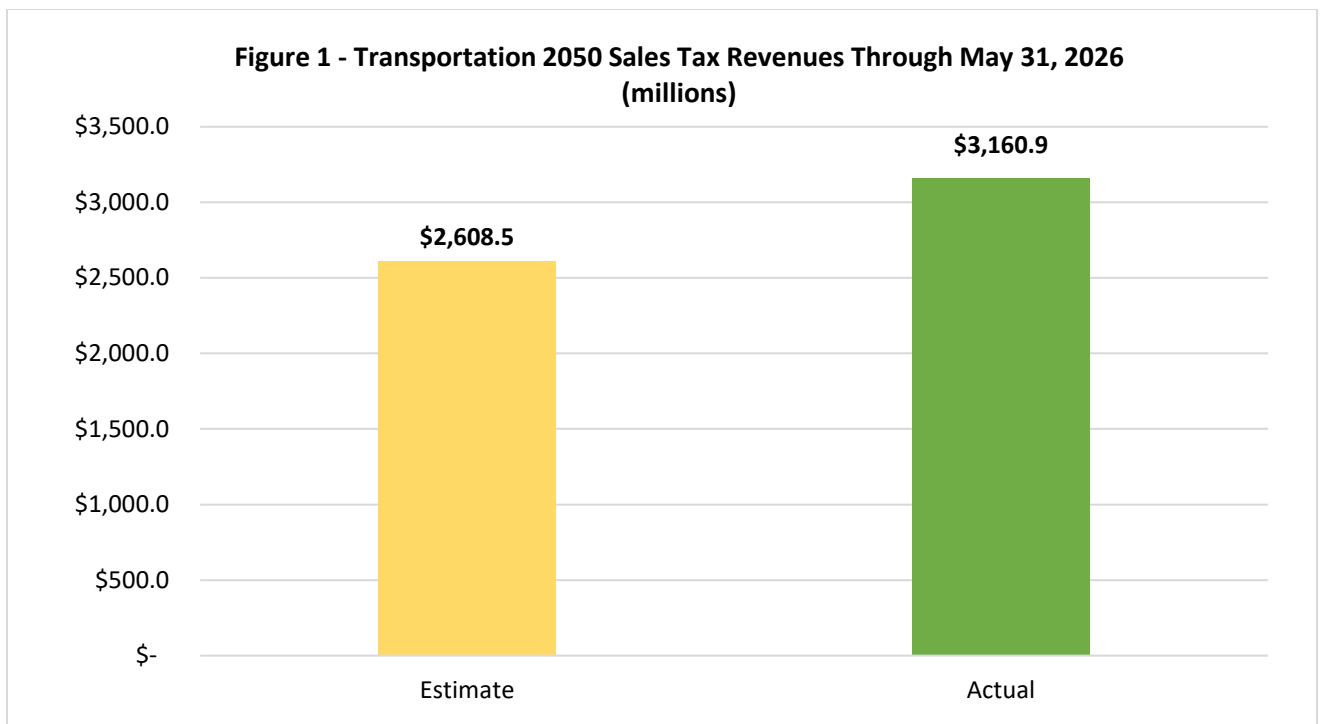


Figure 2 - Monthly Transportation 2050 Sales Tax Revenues Comparison (millions)

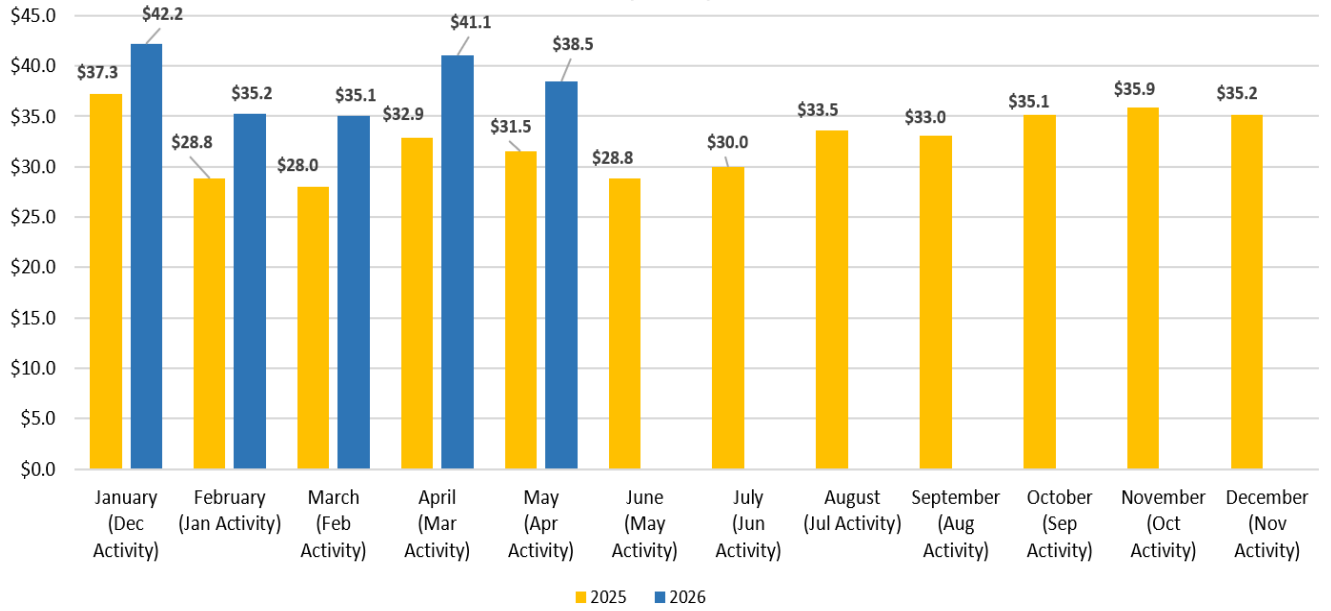
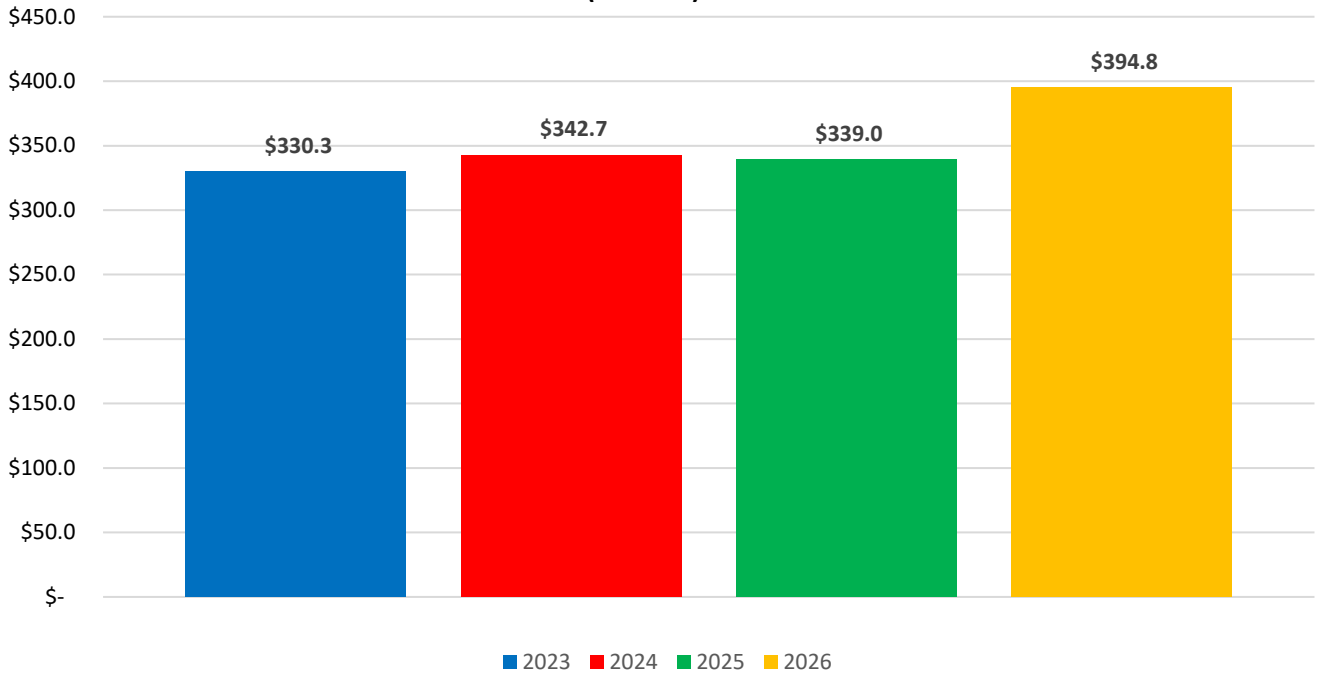
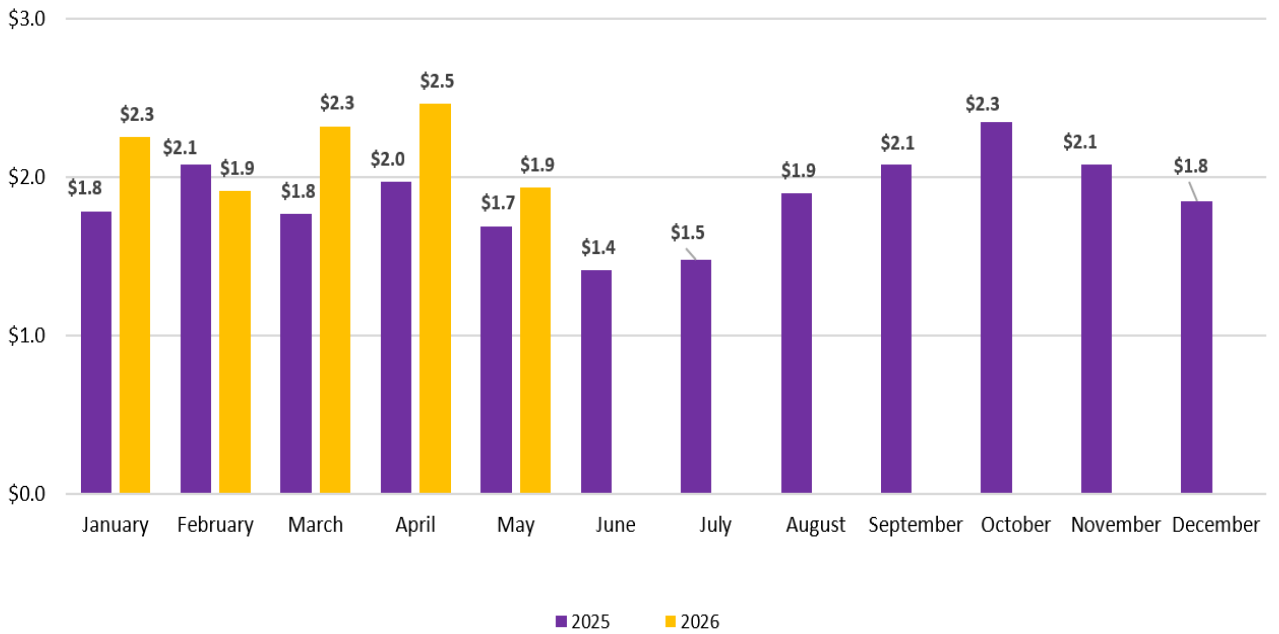


Figure 3 - Fiscal Year-to-Date Transportation 2050 Sales Tax Revenues Comparison through May (millions)



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



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

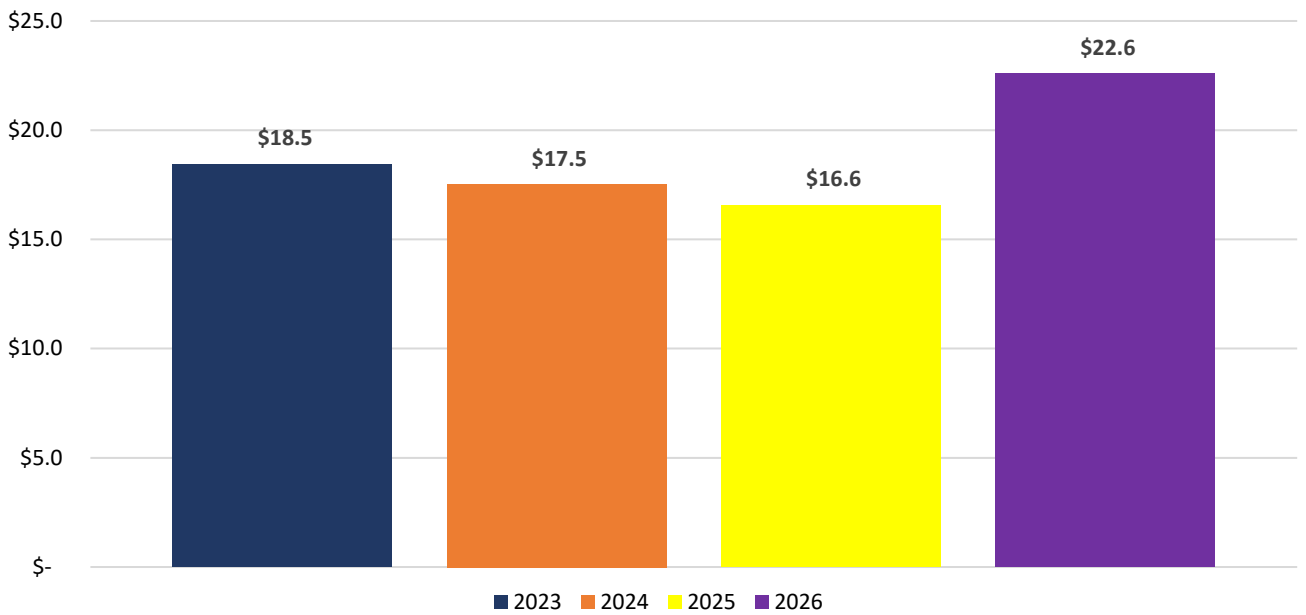


Figure 6 - Combined Monthly T2050 Sales Tax and Total Public Transit Fare Revenues Comparison (millions)

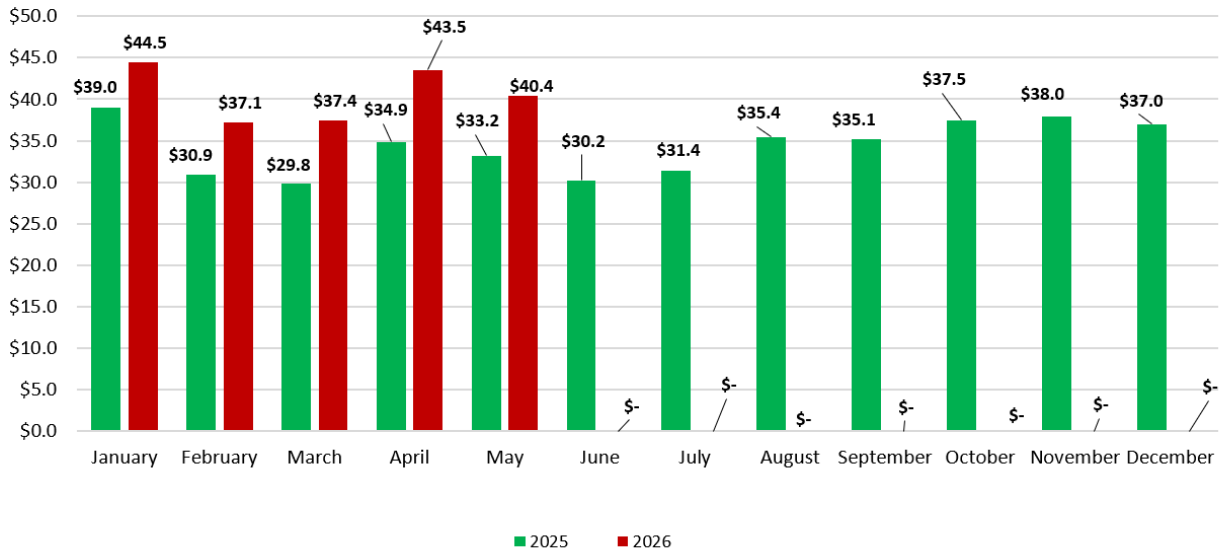
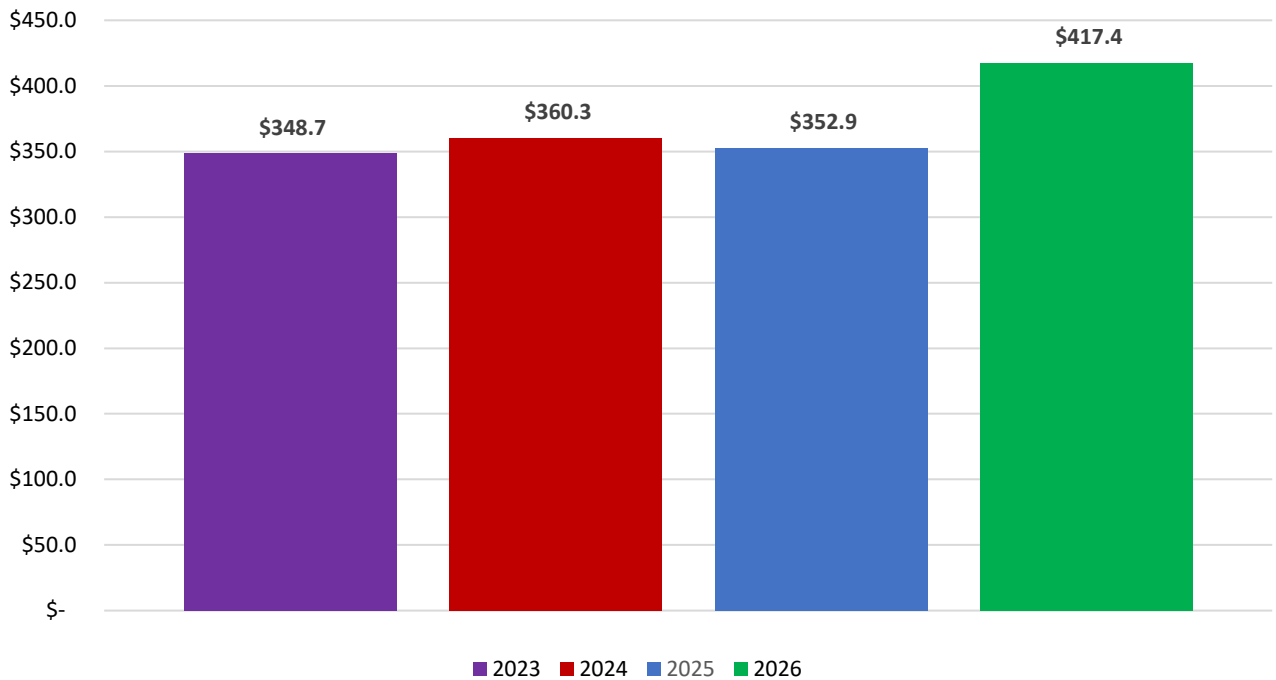


Figure 7 - Combined Fiscal Year-to-Date T2050 Sales Tax and Total Public Transit Fare Revenues Comparison through May (millions)



The attached table (Attachment A) shows fiscal year 2025-26 T2050 sales tax revenue collections and T2050 expenditures through May 31, 2026.

RECOMMENDATION

This report is for information and discussion only.

Attachment A

T2050 SALES TAX REVENUES:

Actuals Through FY 2024-25	\$ 2,766,046,000
July 2025 - May 2026	394,823,000
TOTAL	3,160,869,000

EXPENDITURES:

Project	FY 2025-26 Total Expenditures	FY 2025-26 T2050 Expenditures	FY 2025-26 Other (1) Expenditures	FY 2025-26 Total Commit	FY2025-26 T2050 Commit	FY 2025-26 Other (1) Commit	FY 2025-26 Total Actual + Commit	FY 2025-26 T2050 Actual+ Commit	FY 2025-26 Current Year Other (1) Actual + Commit
Transit Ops and Administration	316,292,315	296,030,038	20,262,278	55,169,789	54,506,375	663,413	371,462,104	350,536,413	20,925,691
Bus Purchases	122,700	122,700	0	0	0	0	122,700	122,700	0
DAR Vehicle Purchases	0	0	0	0	0	0	0	0	0
Bus Stop Improvements	415,763	415,763	0	0	0	0	415,763	415,763	0
South Facility Upgrades	0	0	0	0	0	0	0	0	0
Bus Pullouts	116,977	116,977	0	0	0	0	116,977	116,977	0
Transit Technology	3,508,760	971,810	2,536,950	340,007	340,007	0	3,848,767	1,311,817	2,536,950
South Central LRT	3,597,892	3,596,155	1,737	600	600	0	3,598,492	3,596,755	1,737
Capital/I-10 West LRT	8,240,901	8,240,901	0	0	0	0	8,240,901	8,240,901	0
Northwest Extension LRT Phase II	4,479,154	4,479,154	0	600	600	0	4,479,754	4,479,754	0
Bus Rapid Transit	0	0	0	0	0	0	0	0	0
Other Transit Capital	2,597,727	2,746,171	(148,444)	2,411,495	2,333,190	78,305	5,009,221	5,079,361	(70,139)
Project/Construction Mgmt - Public Transit	896,673	896,673	0	383,931	383,931	0	1,280,603	1,280,603	0
Project/Construction Mgmt - Streets	504,581	504,581	0	329,734	329,734	0	834,315	834,315	0
T2050 Cement Repair	0	0	0	0	0	0	0	0	0
T2050 Crack Seal	315,151	315,151	0	0	0	0	315,151	315,151	0
T2050 Major Street Overlay	36,795,258	36,795,258	0	5,430,267	5,430,267	0	42,225,525	42,225,525	0
T2050 Arterial TRMSS	0	0	0	0	0	0	0	0	0
T2050 Arterial Micro Surfacing	994,531	994,531	0	0	0	0	994,531	994,531	0
T2050 Arterial Microseal	0	0	0	0	0	0	0	0	0
Major Streets Project Assessments	0	0	0	0	0	0	0	0	0
Major Street Transportation Projects	2,850,459	2,850,459	0	444,134	444,134	0	3,294,592	3,294,592	0
Traffic Signal Pole Painting	266,218	266,218	0	0	0	0	266,218	266,218	0
Left Turn Arrows & HAWK	5,280,381	5,280,381	0	12,781,872	12,781,872	0	18,062,253	18,062,253	0
Illuminated Street Name Signs	0	0	0	0	0	0	0	0	0
Pedestrian and Bicycle	2,674,433	2,674,433	0	367,968	367,968	0	3,042,401	3,042,401	0
TOTAL	389,949,872	367,297,352	22,652,521	77,660,396	76,918,677	741,718	467,610,268	444,216,029	23,394,239

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

CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

Briiana Velez
Street Transportation Director

Nickolas Valenzuela
Light Rail Administrator

SUBJECT: **Upcoming T2050 Public Meetings/Events**

This report provides a list of upcoming T2050 related public meetings by the Public Transit and Street Transportation departments, and Valley Metro.

STREET TRANSPORTATION DEPARTMENT

Vision Zero Community Advisory Committee Meeting

- Wednesday, August 19 at 5:00 p.m.
City Council Chambers, 200 W. Jefferson St.
[Department calendar and meeting information](#)

Central Avenue Lane Reconfiguration and Parking Expansion Meeting

- Tuesday, July 14 at 6:00 p.m.
Virtual: [Central Avenue Lane Reconfiguration and Parking Expansion Virtual Public Meeting | City of Phoenix](#)