



City of Phoenix

Citizens Transportation Committee

Meeting Packet

Thursday, April 23, 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 **April 23, 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 - 04232026](#)

Webex Meeting Information:

Webinar number: 2339 519 4115
Webinar password: JyEHqheM622

Join by phone: Dial 602-666-0783 and use access code 23395194115.

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 March 26, 2026, meeting.</u> This item is for approval.	Commission Members
4.	<u>Mobility Improvements Program update</u> This report provides an update on the T2050 Mobility Improvements Program. This item is for discussion and possible action.	Street Transportation Department

5.	<p><u>October 2026 Proposed Bus Service Changes</u></p> <p>This report provides information on the proposed October 2026 bus service changes and related public outreach efforts.</p> <p>This item is for information and discussion.</p>	Public Transit Department
6.	<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 only.</p>	Public Transit and Street Transportation Departments
7.	<p><u>Monthly Ridership Update</u></p> <p>This report provides a monthly ridership update for regional bus and light rail, as well as Phoenix's bus, light rail and Dial-a-Ride services.</p> <p>This item is for information only.</p>	Report Only
8.	<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
9.	<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
10.	<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
11.	<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
12.	<p><u>Next CTC Meeting – May 28, 2026, at 5:00 p.m.</u></p>	Chair Moody
13.	<p><u>Adjournment</u></p>	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.

April 17, 2026

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
MEETING MINUTES
MARCH 26, 2026**

Public Transit Building
302 N. First Avenue/Webex

Commissioners Present	City Staff Present	City Staff Present
David Moody (Chair)	Albert Crespo	Matt Wilson
Clark Princell (Vice-Chair)	Barbara Paez	Myla Eldredge
Lina Bearat	Bevey McCloud	Nichol Shrum
Luke Douglas	Brenda Yanez	Nick Klimek
Jack Leonard	Fred Cruz	Nickolas Valenzuela
Sanjay Paul	Gonzal Arredondo	Rubben Lolly
Ellie Perez-Pawloski	Lt. J. Abernathy	Ryan Stevens
Lisa Perez	Jami Buttermore	Samantha Hacker
	Jesús Sapien	Sarah Brown
Absent	Joe Bowar	Sasha Perez
Joan Berry	Jolynn Coleman	Scott Johnson
Mike Huckins	Juanita Carver	Selena Muñoz
Christina Panaitescu	Kevin Teng	Sina Matthes
David Steinmetz	Les Scott	Stefan Slater
Darlene Vallo	Leticia Vargas	Trista Sims
Fallon Webb	Markus Coleman	
	Briiana Velez	
Public Present		
None		

1. Call to Order
Chair Moody called the meeting to order at 5:10 p.m. Roll call confirmed a quorum. Assistant City Attorney Scott Johnson reviewed public comment rules, meeting procedures, and quorum requirements.
2. Chair Announcements
Chair Moody welcomed everyone and introduced Nick Valenzuela as the new Light Rail Administrator.
3. Approval or correction of the minutes from the December 4, 2025, meeting
A motion to approve the December minutes was made by Commissioner Douglas, seconded by Chair Moody and passed unanimously by the Commission.

4. Pavement Maintenance Program Update

Staff presented the FY27–FY31 Pavement Maintenance Program, including:

- City's 5,000-mile roadway network
- Pavement Management System (PMS) and Automated Road Analyzer scans
- Pavement Condition Index (PCI) results
- Treatment strategies (mill overlay, micro-surfacing, slurry, fog seal, FAST)
- Annual budget of ~\$70M
- Cool Pavement coverage (~170 miles)
- RAP (Recycled Asphalt Pavement) program performance
- Preparation work including ADA upgrades, crack sealing, coordination with utilities

Commission Discussion:

Commissioner Bearat asked about new binders, heat adaptive materials, and AI-based pavement assessment. Staff discussed research with ASU, ADOT, and industry.

Action Taken:

A motion to approve the Five-Year T2050 Pavement Maintenance Program (FY2027-FY2031) was made by Commissioner Paul, seconded by Commissioner Bearat and passed unanimously by the Commission.

5. Active Transportation Program Update

Street Transportation Director Briiana Velez introduced Nick Klimek, who presented program updates which included:

- 326 miles of new bike lanes since 2016 (ahead of T2050 goals)
- Facility upgrades including buffered and protected lanes
- Phoenix CAN (Connected Active Neighborhoods)
- Canalscape multi-use path projects
- Micromobility performance (>1.3 million trips)
- Bicycle Friendly Community (Silver) 2027 application

Commission Discussion:

Commissioner Bearat asked about protected lanes and ebike accommodation. Staff described context sensitive design.

Commissioner Lisa Perez asked about maintenance responsibility for future Route 30 shared use path. Staff will follow up.

6. RFP – Operations Control Center (OCC) & Data Collection

Public Transit Director Jesús Sapien introduced the item, and Deputy Public Transit Director Albert Crespo provided an overview of OCC functions and the need for the upcoming Request for Proposals (RFP).

The OCC was described by Mr. Crespo as the transit system's equivalent of air traffic control for buses. He explained that it serves as the primary lifeline for bus

operators, providing direct communication and assistance during incidents, accidents, detours, and emergency situations. He stated that the OCC relies on the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system, which supports real time communication and GPS tracking of the fleet. He explained that the OCC includes eight workstations and accommodates Police and Fire personnel when needed to support emergency communications.

Mr. Crespo highlighted key operational responsibilities, including:

- Providing real time CAD/AVL monitoring
- Coordinating response with Police and Fire
- Serving as the main point of contact for operators needing assistance
- Managing communication with buses and overseeing data collection
- Compiling federal reporting data, including ridership information.

Staff noted that the current OCC and Data Collection contract is a five-year agreement with two optional one-year extensions and is set to expire June 30, 2027, and that the contract currently supports 23 positions, including a manager.

Staff noted that the upcoming RFP will evaluate proposals using four weighted criteria:

- Qualifications, expertise, and experience
- Staffing plan aligned to the scope of work
- Technical understanding and transition plan
- Price, weighted at 30%, with the focus on selecting the lowest responsible bidder

Mr. Crespo stated that the planned solicitation timeline includes releasing the RFP in late summer or early fall, with an 8–10-week proposal window and that panel evaluations will occur in fall 2026 and will include transit staff and partner city representatives. He explained that award is anticipated in late fall or early winter, with the new contract in place by July 1.

Action Taken:

A motion authorizing staff to issue an RFP for a new contract was made by Commissioner Paul, seconded by Commissioner Bearat, and approved unanimously by the Commission.

7. RFP – North & South Transit Facilities Bus Operations

Public Transit Director Jesús Sapien introduced the item, and Deputy Public Transit Director Albert Crespo presented the request to issue an RFP for the North and South Transit Facilities Bus Operations Contract.

Mr. Crespo explained that the contract covers operations management for local bus routes, RAPID express routes, and local circulators. Staff noted that the current contract expires June 30, 2027, and a new agreement must be in place due to the size and complexity of the operations.

Mr. Crespo stated that the North and South facilities make up the City's largest transit operations contract in both scope and dollars. He explained that service is delivered from two operating yards: the North Yard at 19th Avenue (151 buses) and the South Yard at 22nd Avenue (216 buses), supporting a combined fleet of approximately 350 buses, including 40-foot, 60-foot articulated, CNG, diesel, and hybrid vehicles.

Mr. Crespo reviewed the contract service, including:

- 27 local routes, several with the highest ridership in the region
- 6 RAPID express routes connecting park-and-ride lots to downtown
- 3 local circulators, including ALEX and DASH
- Service for Phoenix, Scottsdale, and other partner jurisdictions.

Staff highlighted that the North/South contract accounts for roughly 70% of all regional bus service and carries about 41% of total bus ridership, which equates to approximately 15.1 million annual service miles and nearly 2 million monthly passenger boardings. Staff highlighted that the contract also supports close to 1,000 transit jobs, including 600–700 bus operators, fuelers, cleaners, mechanics, revenue agents, and administrative staff.

Mr. Crespo reviewed the following evaluation criteria for the RFP:

- Firm qualifications and experience operating a system of similar size and scope
- Proposed staffing and organizational structure
- Technical understanding, including transition planning and ability to meet scope requirements
- Price, with emphasis on the lowest responsible—not lowest—bid.

Mr. Crespo explained that because of the contract's scale, the RFP process begins well in advance of expiration, and that the planned schedule includes issuing the RFP this summer, an 8–12 week proposal period, fall 2026 evaluation panels, and award recommendation in late December or early January, with the new contract effective July 1, 2027.

Action Taken:

A motion authorizing staff to issue an RFP for a new contract was made by Commissioner Bearat, seconded by Commissioner Paul, and the motion passed unanimously by the Commission.

8. Department Updates

- Photo Safety Program Camera Implementation
Staff reported that the city recently launched its Photo Safety Program, focused on improving roadway safety. Staff explained that speed enforcement- cameras have been activated along nine designated corridors, going live on February 23,

and that a 30-day warning period was in place, and as of the past Wednesday, the program had transitioned to issuing citations. Staff explained that cameras are also rotating through 15-mph school speed zones. Staff stated that the public is encouraged to drive safely and visit the City's photo safety webpage to learn more about the program and camera locations.

- **Transit Support for the Women's Final Four**
Staff noted ongoing regional coordination, led by Public Transit Deputy Director, Albert Crespo, to ensure transit services are running smoothly and are enhanced as needed for the upcoming Women's Final Four events. Staff explained that activities will take place Thursday through Sunday next weekend in downtown Phoenix, marking the first time the city has hosted this event.
- **Increasing Ridership**
Staff explained that ridership continues to show positive growth over several consecutive months, particularly on light rail. Staff highlighted trends indicating some riders are shifting from bus to rail and emphasized that the Department is pleased to see increased use of transit services overall.

9. Monthly Ridership Report

Report provided. No discussion.

10. T2050 Financial Update

Report provided. No discussion.

11. Upcoming T2050 Meetings & Events

Staff reviewed coordination with Valley Metro and project reprioritization.

12. Call to the Public

No public comments.

13. Future Agenda Items

None received.

14. Next Meeting

The next meeting is scheduled for April 23, 2026, at 5:00 p.m.

15. Adjournment

The meeting was adjourned at 6:17 p.m.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Frank McCune
Deputy City Manager

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

SUBJECT: T2050 MOBILITY IMPROVEMENTS PROGRAM UPDATE

This report provides an update to the Citizen’s Transportation Commission (CTC) on the activities of the Transportation 2050 (T2050) Mobility Improvements Program and the proposed five-year T2050 Mobility Improvements Program for fiscal years (FY) 2027-31.

BACKGROUND

The T2050 Mobility Improvements Program is one of four programs within the Street Transportation Department (Streets) that were established through the voter-approved Proposition 104 initiative in 2015. This program focuses on enhancing mobility across all street types—arterial, collector, and local—while prioritizing safety, connectivity, and accessibility for all individuals, regardless of their age or ability level.

The program specifically aims to support vulnerable road users, including pedestrians, bicyclists, and wheelchair users, ensuring they can safely and efficiently reach key destinations such as schools, workplaces, shopping centers, parks, entertainment venues, and public transit. Through these improvements, the City of Phoenix enhances residents’ quality of life, promotes public health, and fosters neighborhood pride.

ELIGIBLE PROJECTS

- Sidewalks – Provide Americans with Disabilities Act (ADA) compliant walking spaces separated from the street.
- ADA Curb Ramps – Allow individuals with mobility challenges to traverse curbs and access sidewalks easily.
- Curb and Gutter – Are required for proper sidewalk installation and drainage management.
- Streetlights – Enhance safety and security for pedestrians, especially at night.
- High-intensity Activated Crosswalks (HAWKS) – Signals enable safer pedestrian crossings on busy streets.
- Bicycle Facilities – Provide dedicated spaces for people riding bicycles and improve safety and accessibility.
- Trees/Shade – Help keep sidewalk users cool, promoting comfort in hot weather.
- Green Stormwater Infrastructure (GSI) – Create facilities that capture stormwater, reduce ponding and debris on streets, and help nurture trees.

MOBILITY ANALYSIS AND STUDY AREAS

Streets analyzed multiple data sets to identify locations across the City with higher concentrations of vulnerable road users—who are at greater risk of injury or fatality due to vehicle crashes. The analysis also considered areas with roadway deficiencies and gaps in the bicycle network, sidewalks, and transit infrastructure.

This data-driven approach helped identify priority areas where the program could target mobility improvements.

On March 30, 2017, the CTC recommended launching studies in the first 13 priority areas, as shown below. These studies were conducted between 2018 and 2021. They are ranked based on the scores derived from the data analysis to determine the areas with the most need and are ranked from 1 to 13:

Ranking	Mobility Areas
1	Mobility Area 1: South Downtown Neighborhoods
2	Mobility Area 2: Indian School-Grand Canal Neighborhoods
3	Mobility Area 3: Durango Curve Neighborhoods
4	Mobility Area 4: Golden Gate Neighborhoods
5	Mobility Area 5: Kuban Park Neighborhoods
6	Mobility Area 6: Westside Neighborhoods
7	Mobility Area 7: Capitol North Neighborhoods
8	Mobility Area 8: Roosevelt Neighborhoods
9*	Mobility Area 9: Madison-Roosevelt-5th Ave-9th St
10	Mobility Area 10: South Mountain Neighborhoods
11	Mobility Area 11: Eastlake/Garfield Neighborhood
12	Mobility Area 12: Sunnyslope Neighborhoods
13	Mobility Area 13: Van Buren Corridor Neighborhoods

**Mobility Area 9 was deferred therefore only 12 studies were completed.* 

PROJECT SELECTION

The completion of Mobility Area studies resulted in a total of 328 recommended mobility projects in the 12 Mobility Study Areas. Each project was evaluated using a 100-point scoring rubric based on the following criteria:

<u>Criteria</u>	<u>Maximum Points</u>
Safety	26 points
Connectivity	30 points
Public Input	20 points
Constructability	10 points
Cost	10 points
Project Bundling*	4 points

*Refers to the feasibility of packaging the project with other projects to achieve efficiency.

Additionally, an optional 10-point “Bonus/Equity” criterion was applied to projects located in high-need Mobility Areas. Based on their total scores, projects were categorized into three priority tiers:

- Tier 1 (High Priority)
- Tier 2 (Medium Priority)
- Tier 3 (Low Priority)

Project selections prioritize Tier 1 projects to ensure the most impactful improvements are implemented first.

T2050 MOBILITY PROJECTS COMPLETED

Attachment A summarizes the locations of the 26 projects completed by the T2050 Mobility Program to date. Projects include new sidewalks, ADA-compliant curb ramps, new and upgraded streetlights, HAWK signals, and the initial T2050 Mobility studies. To date, the program has spent more than \$7 million on these projects. The program has also leveraged funding as the local match for grant-funded project opportunities, such as the FY25 Hatcher Road and 13th Avenue HAWK project.

In 2024, Streets initiated a comprehensive effort to reassess project areas and re-estimate project costs for T2050 Mobility Study recommendations in the original 12 Mobility Study Areas. The goal was to refine the scope and prioritize the remaining projects, ensuring alignment with evolving infrastructure needs.

The reassessment considered the following:

- Projects completed by other City programs in each Mobility Study Area.
- Cost adjustments based on current market conditions.
- Overlap with other infrastructure projects that have improved conditions within Mobility Study Areas since the program’s inception.

By conducting this reassessment, the City aims to maximize the Mobility Program’s impact while efficiently utilizing available resources.

EQUITY-BASED TRANSPORTATION MOBILITY PROGRAM

The 2023 voter-approved General Obligation (GO) Bonds created the new Equity-Based Transportation Mobility (EBTM) Program to supplement and enhance T2050 Mobility by funding the planning, design, and construction of projects in the 12 priority Mobility Areas. The GO Bond program allocates \$12.45 million to EBTM from fiscal years 2025-2028. GO Bond funds are programmed by fiscal year; however, all bond funds must be fully expended by June 30, 2029.

T2050 MOBILITY AND EQUITY-BASED TRANSPORTATION MOBILITY 5-YEAR PROGRAMS (FY2027-31)

The table below shows the preliminary 5-Year T2050 Mobility Improvement Program and EBTM Program for FY 2027-31. Over the next five years, Streets has over \$18 million in combined program funds for mobility improvements.

T2050 and Equity-Based Transportation Mobility Program Funding						
	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	TOTAL
T2050 Mobility Improvements Program	\$ 1,479,732	\$ 5,580,000	\$ 827,000	\$ 766,000	\$ 766,000	\$ 9,418,732
Equity-Based Transportation Mobility Program (GO Bond)	\$ 4,445,415	\$ 4,298,000	\$0	\$0	\$0	\$ 8,743,415
TOTAL	\$ 5,925,147	\$ 9,878,000	\$ 827,000	\$ 766,000	\$ 766,000	\$18,162,147

T2050 Mobility program funding for FY28 is substantially higher because the program has advanced six projects to the construction phase, which typically have higher costs. The funding in fiscal years 2029-2031 is reduced due to the beginning of debt service payments stemming from the Accelerated Pavement Maintenance Program.

Coordinating efforts between the T2050 Mobility and EBTM programs ensures that high-priority mobility improvements continue to leverage both voter-approved funding sources for maximum impact. **Attachment B** provides a list of projects to be completed within the FY 2027-31 five-year CIP with the utilization of T2050 funds. **Attachment C** provides a list of General Obligation (GO) Bond funded projects to be completed within FY 2027-2028. This target completion aligns with expending GO Bond funds prior to the June 30, 2029, deadline.

RECOMMENDATION

Staff requests that the Citizen Transportation Commission approve the FY 2027-2031 T2050 Mobility Program.

ATTACHMENTS

Attachment A summarizes the locations of the 26 projects completed by the T2050 Mobility Program to date.

Attachment B lists the T2050 Mobility Program projects that are planned for design and construction in fiscal years 2027-2031.

Attachment C lists the Equity-Based Transportation Mobility Program projects that are planned for design and construction in fiscal years 2027-2028.

**ATTACHMENT A
COMPLETED T2050 MOBILITY PROJECTS, MOBILITY AREAS**

MOBILITY AREA	Boundaries ¹	BOUNDARIES	Projects ¹	PROJECTS	SCOPE	FISCAL YEAR	COST
1	Watkins-Lincoln St-7th Ave-3rd St	WATKINS-LINCOLN ST-7TH AVE-3RD ST	T2050 Mobility Study 1	T2050 MOBILITY STUDY 1	CONDUCT INITIAL MOBILITY STUDY	2018	\$139,000
			MA1 T2050 Mobility Streetlights	MA1 T2050 MOBILITY STREETLIGHTS	INSTALL STREETLIGHTS	2020	\$350,997
			ADA ramps 2019	ADA RAMPS 2019	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2019	\$530,000
			ADA ramps 2020	ADA RAMPS 2020	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2020	\$150,000
			MAG ATAN 1	MAG ATAN 1	CONSTRUCT SIDEWALKS TO TRANSIT STOPS	2021	\$653,222
2	Clarendon-Turney-23rd Ave-18th Ave	CLARENDON-TURNEY-23RD AVE-18TH AVE	MAG ATAN 2	MAG ATAN 2	CONSTRUCT SIDEWALKS TO TRANSIT STOPS	2022	\$77,423
			T2050 Mobility Study 2	T2050 MOBILITY STUDY 2	CONDUCT INITIAL MOBILITY STUDY	2018	\$78,000
			ADA ramps (CDBG)	ADA RAMPS (INCL. CDBG FUNDING)	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2022	\$275,000
			ADA ramps (MAG ATAN)	ADA RAMPS (INCL. MAG FUNDING)	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2020	\$204,459
				HAWK, LIGHTS - 7TH STREET & ARIZONA CANAL	INSTALL HAWK SIGNAL AND STREETLIGHTS	2026	\$578,000
3	Lower Buckeye-Lincoln-29 th Ave-23 rd Ave	LOWER BUCKEYE-LINCOLN-29TH AVE-23RD AVE	T2050 Mobility Study 3	T2050 MOBILITY STUDY 3	CONDUCT INITIAL MOBILITY STUDY	2020	\$138,000
				MA 3 PH 1 RAMPS	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2027	\$1,719,570
4	Roosevelt-Encanto-43 rd Ave-33 rd Ave	ROOSEVELT-ENCANTO-43RD AVE-33RD AVE	T2050 Mobility Study 4	T2050 MOBILITY STUDY 4	CONDUCT INITIAL MOBILITY STUDY	2018	\$146,000
5	Durango St-Lincoln St-35 th Ave-29 th Ave	DURANGO ST-LINCOLN ST-35TH AVE-29TH AVE	T2050 Mobility Study 5	T2050 MOBILITY STUDY 5	CONDUCT INITIAL MOBILITY STUDY	2019	\$105,000
6	Encanto-Osborn-49 th Ave-35 th Ave	ENCANTO-OSBORN-49TH AVE-35TH AVE	T2050 Mobility Study 6	T2050 MOBILITY STUDY 6	CONDUCT INITIAL MOBILITY STUDY	2019	\$158,000
			ADA ramps (CDBG)	ADA RAMPS (INCL. CDBG FUNDING)	CONSTRUCT ADA-COMPLIANT CURB RAMPS	2022	\$182,000
7	Madison -Roosevelt-20 th Ave-12 th Ave	MADISON -ROOSEVELT-20TH AVE-12TH AVE	T2050 Mobility Study 7	T2050 MOBILITY STUDY 7	CONDUCT INITIAL MOBILITY STUDY	2019	\$150,000
8	Jackson St-Oak St-20 th St-32 nd St	JACKSON ST-OAK ST-20TH ST-32ND ST	T2050 Mobility Study 8	T2050 MOBILITY STUDY 8	CONDUCT INITIAL MOBILITY STUDY	2018	\$154,000
				HAWK SIGNAL 32ND ST MCDOWELL PALM	INSTALL HAWK SIGNAL	2020	\$20,000
9*		MADISON-ROOSEVELT-5TH AVE-9TH ST				-	\$0
10	S. Mtn Ave-Broadway Rd-15 th Ave-14 th St	S. MTN AVE-BROADWAY RD-15TH AVE-14TH ST	T2050 Mobility Study 10	T2050 MOBILITY STUDY 10	CONDUCT INITIAL MOBILITY STUDY	2018	\$190,000
11	Jackson St-I10E-9 th St-I10W	JACKSON ST-I10E-9TH ST-I10W	T2050 Mobility Study 11	T2050 MOBILITY STUDY 11	CONDUCT INITIAL MOBILITY STUDY	2018	\$142,000
12	Northern Ave-Mountain View-7 th Ave-14 th St	NORTHERN AVE-MOUNTAIN VIEW-7TH AVE-14TH ST	T2050 Mobility Study 12	T2050 MOBILITY STUDY 12	CONDUCT INITIAL MOBILITY STUDY	2021	\$140,000
				MAG TA MOBILITY HAWKS - 4 LOCATIONS	INSTALL HAWK SIGNALS	2026	\$230,000
				RSA-HATCHER RD & 13TH AVE HAWK	CONDUCT SAFETY STUDY, INSTALL HAWK SIGNAL	2025	\$73,000
			7 Ave: Mtn View Rd-Chryl Dr MUP	7TH AVE MOUNTAIN VIEW DR-CHERYL DR MUP	CONSTRUCT MULTI-USE PATH	2026	\$275,000
13	UPRR-Interstate 10W-35 th Ave-23 rd Ave	UPRR-INTERSTATE 10W-35TH AVE-23RD AVE	T2050 Mobility Study 13	T2050 MOBILITY STUDY 13	CONDUCT INITIAL MOBILITY STUDY	2019	\$175,000
TOTAL COST							\$7,033,671

* Mobility Area 9: Madison-Roosevelt-5th Ave-9th St. was deferred due to other overlapping studies and projects

ATTACHMENT B
T2050 MOBILITY PROJECTS
Planned for Design and Construction
ANTICIPATED FOR FISCAL YEARS 2027-2031:

Mobility Area	LOCATION	SCOPE	PHASE	FISCAL YEAR	COST
1	MAG TA MOBILITY HAWKS - 4 LOCATIONS	INSTALL HAWK SIGNALS	CONSTR	2028	\$290,000
2	7TH STREET & ARIZONA CANAL	INSTALL HAWK SIGNALS, STREETLIGHTS	DESIGN	2028	\$110,000
4	MAG TA MOBILITY HAWKS - 4 LOCATIONS	INSTALL HAWK SIGNALS	CONSTR	2028	\$85,000
4	43RD AVE-FILLMORE ST HAWK	INSTALL HAWK SIGNAL	CONSTR	2029	\$465,000
5	35TH AVE-BUCKEYE SIDEWALKS, ADA RAMPS (PHASE 1, 2, 4)	CONSTRUCT SIDEWALKS, ADA RAMPS, STREETLIGHTS	CONSTR	2027	\$1,373,232
7	POLK-16TH AVE-19TH AVE SWs, ADA RAMPS*	CONSTRUCT SIDEWALKS, ADA RAMPS, STREETLIGHTS	CONSTR	2028	\$3,720,000
10	SOUTH MOUNTAIN: 1ST ST-7TH ST*	CONSTRUCT SIDEWALKS, STREETLIGHTS	CONSTR	2028	\$909,000
12	HATCHER ROAD - 3RD STREET PED LIGHTING	INSTALL INTERSECTION LIGHTING	DESIGN	2027	\$101,000
12	HATCHER ROAD - 3RD STREET PED LIGHTING	INSTALL INTERSECTION LIGHTING	CONSTR	2028	\$143,000
12	BUTLER DR-ACDC BIKE-PED ACCESS*	CONSTRUCT ADA TRAIL ACCESS	CONSTR	2028	\$160,000
7	VAN BUREN STREET & 16TH AVENUE* **	INSTALL HAWK SIGNAL	DESIGN	2030	\$185,000
7	VAN BUREN STREET & 16TH AVENUE* **	INSTALL HAWK SIGNAL	CONSTR	2031	\$475,000
					\$8,016,232

* Projects that include both T2050 and EBTM funding.

** Potential T2050 Projects

ATTACHMENT C
EQUITY-BASED TRANSPORTATION MOBILITY (EBTM) PROJECTS
Planned for Design and Construction
ANTICIPATED FOR FISCAL YEARS 2027-2028:

Mobility Area	LOCATION	SCOPE	PHASE	YEAR	COST
1	1ST AVE - PIMA-PAPAGO-CENTRAL	CONSTRUCT SIDEWALKS, STREETLIGHTS, GSI	CONSTR	2028	\$470,000
1,4,10	MAG TA MOBILITY HAWKS - 4 LOCATIONS	INSTALL HAWK SIGNALS	CONSTR	2028	\$1,200,000
3	PH. 1 SIDEWALKS	CONSTRUCT SIDEWALKS	CONSTR	2027	\$405,000
4	43RD AVE-FILLMORE ST	INSTALL HAWK SIGNAL	DESIGN	2027	\$184,000
5	35TH AVE-BUCKEYE (PHASE 1, 2, 4)	CONSTRUCT SIDEWALKS, ADA RAMPS, STREETLIGHTS	CONSTR	2027	\$1,675,015
6	OSBORN RD IMPROVEMENTS 43RD AVE-35TH AVE	CONSTRUCT ADA-COMPLIANT DRIVEWAY RAMPS	DESIGN	2027	\$566,400
8	OAK ST: 20TH-21ST ST INTERSECTION SAFETY	CONSTRUCT TRAFFIC CALMING, GSI	CONSTR	2027	\$693,000
10	7TH STREET & WIER	INSTALL HAWK SIGNAL	CONSTR	2027	\$300,000
10	AREA BOUNDED BY 18TH PL-WIER 19TH PL	CONSTRUCT SIDEWALKS	DESIGN	2027	\$50,000
10	SOUTH MOUNTAIN AVE: 1ST ST-7TH	CONSTRUCT SIDEWALKS, STREETLIGHTS	CONSTR	2028	\$1,100,000
12	CAVE CREEK RD & VOGEL	INSTALL HAWK SIGNAL	CONSTR	2027	\$300,000
12	MOUNTAIN VIEW - CENTRAL-7TH ST	CONSTRUCT ADA RAMPS	DESIGN	2027	\$240,000
12	MOUNTAIN VIEW - CENTRAL-7TH ST	CONSTRUCT ADA RAMPS	CONSTR	2028	\$1,528,000
12	BUTLER DR-ACDC BIKE-PED ACCESS	CONSTRUCT ADA TRAIL ACCESS	DESIGN	2027	\$32,000
					\$8,743,415

NOTE: Some projects include both T2050 and EBTM funding for different project phases.

CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

SUBJECT: October 2026 Proposed Bus Service Changes

This report provides the Citizens Transportation Commission with information on the proposed October 2026 transit service changes and related public outreach efforts. Staff will return to the Commission with a recommendation on the proposed changes after completion of the public outreach process.

Summary

The Public Transit Department (PTD) is proposing a 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.

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 flat 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. The three microtransit pilot zones—located in North Phoenix, West Phoenix, and South Phoenix—would be paired with either a Light Rail connection or weekday RAPID service at designated transit centers. 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 I-17 and I-10 West RAPID routes Monday through Friday by adding reverse-commute trips during peak hours and extending service into off-peak periods. The introduction of off-peak periods would also create the opportunity for 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.

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.

Project Elements

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 Elliott 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, and outbound during weekday afternoon peak hours 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, and outbound during weekday afternoon peak hours to the 79th Avenue/I-10 Park-and-Ride and the Desert Sky Transit Center.

Proposed Service 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.

Service Equity Analysis

Per FTA regulations, a Title VI Service Equity Analysis will be conducted for each proposed service change to determine whether the change would result in a disparate impact on minority populations or a disproportionate burden on low-income populations. The results of the analysis for the proposed October 2026 service changes will be provided when staff returns to request the Commission's recommendation for approval of the proposed modifications.

Public Input Process

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

The public input process will take place from May 11, 2026, through June 12, 2026, during which Phoenix and Valley Metro staff will gather feedback through a combination of in-person and virtual outreach activities. Staff will use posters and bus stop signs placed at key locations along each affected route to notify the public of the proposed changes and direct passengers to the Valley Metro website to submit comments. The proposed changes will also be advertised through social media, interactive webinars, and a public hearing.

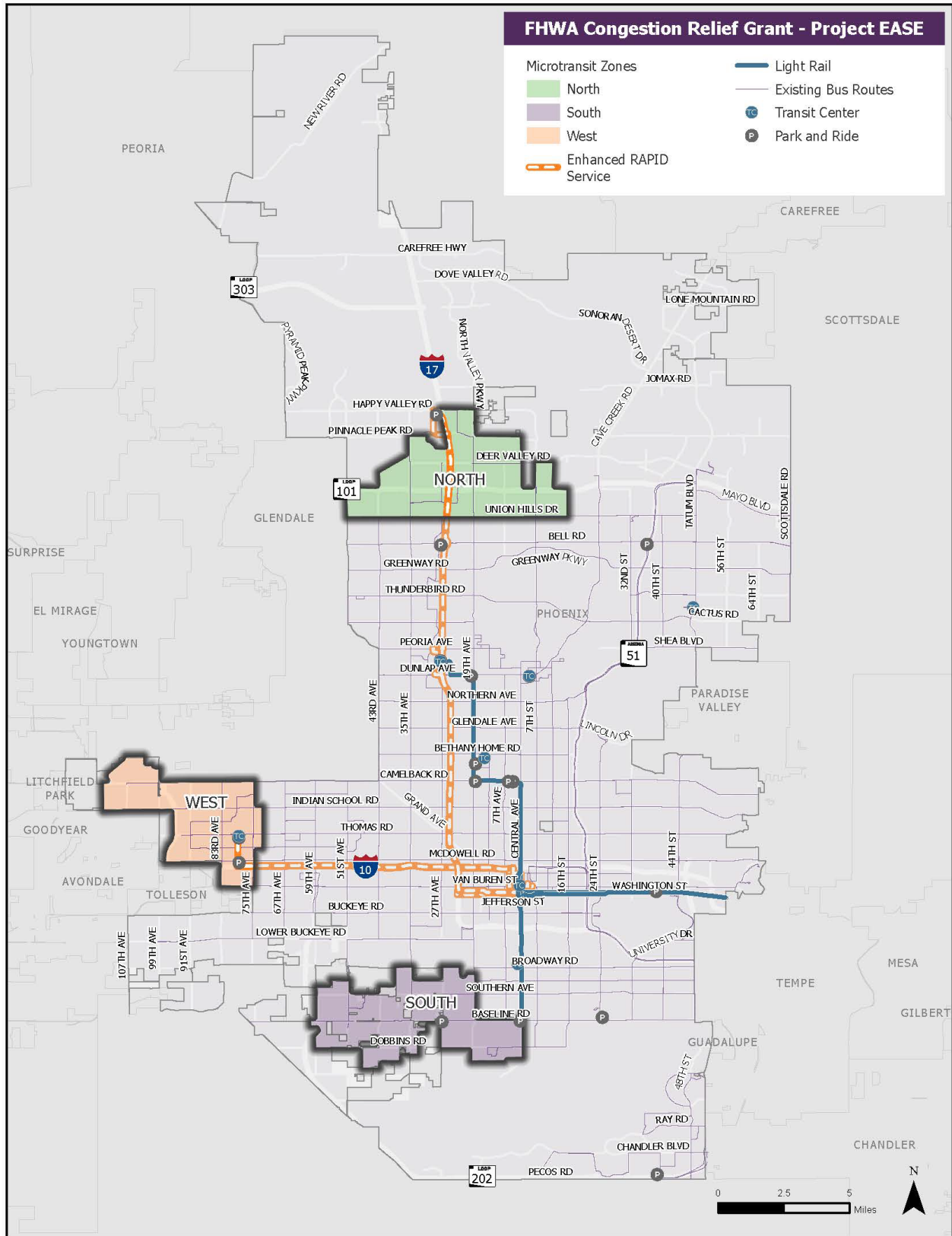
After receiving and reviewing all public comments, staff will return to request a recommendation on the proposed service changes. If approved, the changes will take effect on October 26, 2026.

Recommendation

This report is for information only.

Attachment A

October 2026 Proposed Service Change



CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Moody and members of the Commission

FROM: Jesús Sapien
Public Transit Director

SUBJECT: Monthly Ridership Update

This report provides a monthly ridership update for bus and light rail regionally, and for bus, light rail and Dial-a-Ride in Phoenix.

REGIONAL RIDERSHIP

Total Monthly Boardings	Feb-26	Feb-25	% Change Year over Year
Bus and Rail	3,515,002	3,236,951	8.6%
Bus	2,478,190	2,413,674	2.7%
Light Rail	1,036,812	823,277	25.9%

PHOENIX RIDERSHIP

Total Monthly Boardings	Feb-26	Feb-25	% Change Year over Year
Bus and Rail	2,293,755	2,060,825	11.3%
Bus	1,626,949	1,607,846	1.19%
Light Rail	666,806	452,979	47.2%
Dial-a-Ride	25,384	25,169	-1.06%

Recommendation

This report 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 one month of revenue collected by the City through February 2026.

Figure 1 below provides estimated and actual sales tax from the inception (2015) of the sales tax through February 28, 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 February 2026 sales tax figures, revenues were 21% higher than February 2025.

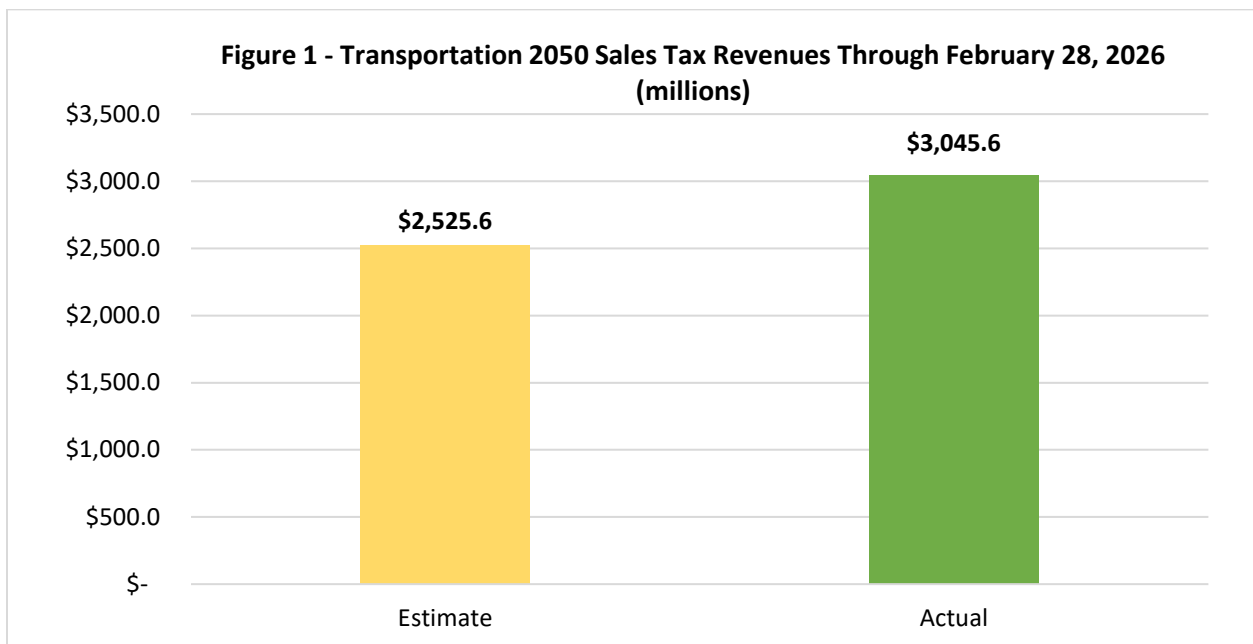
Figure 3 compares fiscal year-to-date T2050 sales tax revenues for the past three fiscal years and the current fiscal year. With the preliminary February amount, fiscal year-to-date sales tax revenues through February 2026 were 13.4% higher than the previous fiscal year.

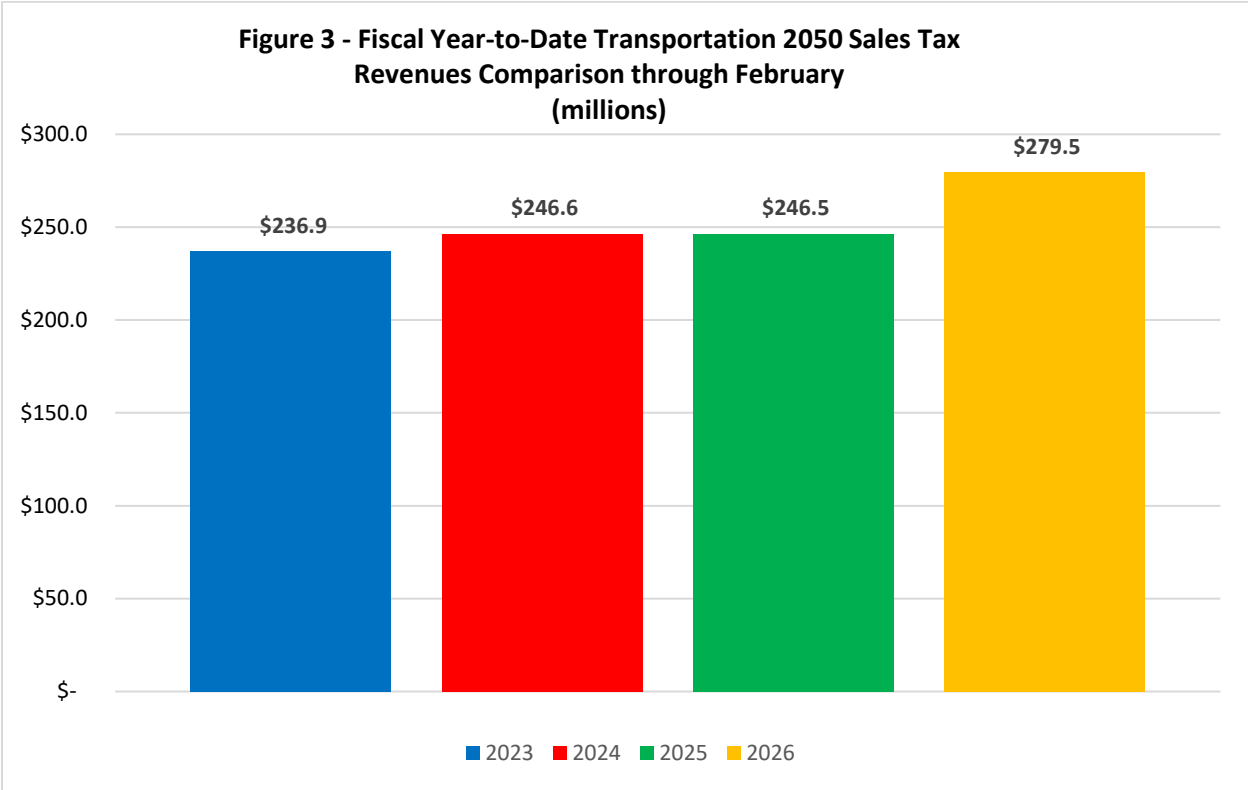
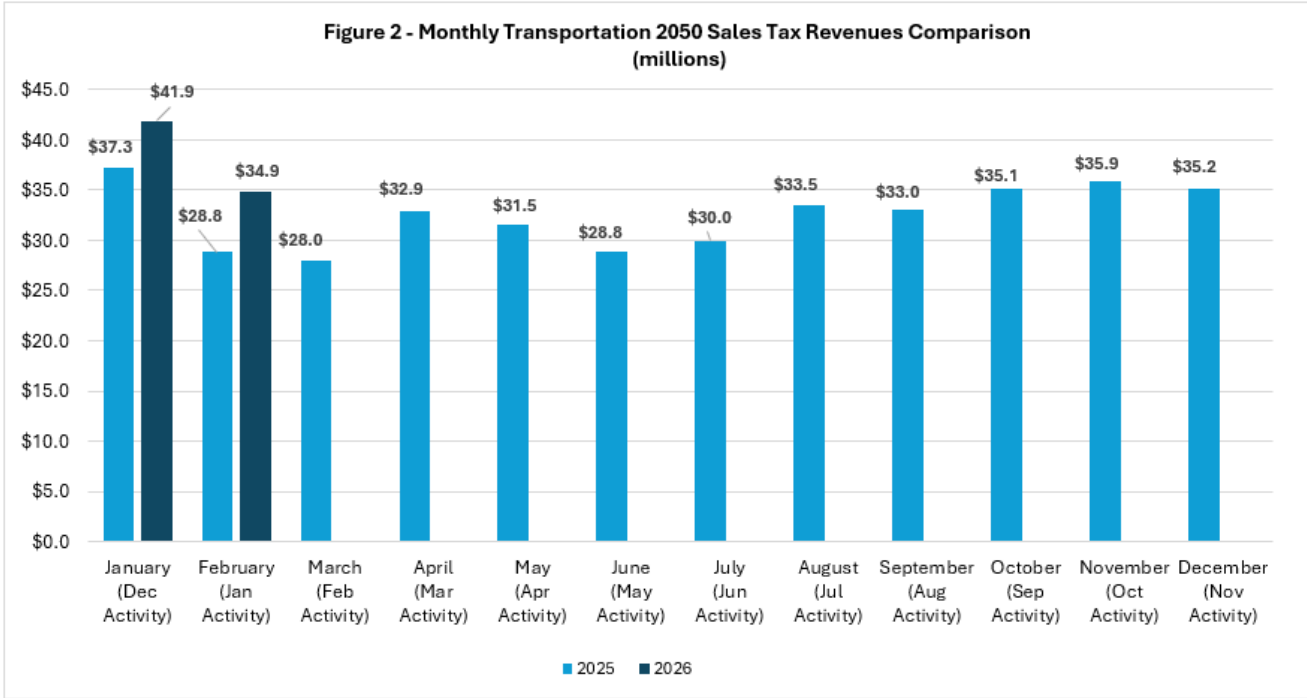
Figure 4 shows a year-over-year monthly comparison of the past year's total Public Transit fare revenues. Preliminary February 2026 fare revenues were 13.1% lower than February 2025 fare revenues.

Figure 5 is a fiscal year-to-date comparison of total Public Transit fare revenues with the prior three fiscal years. Through February 2026, fiscal year-to-date preliminary fare revenues were 41.4% 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 February 2026 sales tax amount, the combined T2050 sales tax and preliminary fare revenues for the month are 18.7% higher than February 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 February 2026 sales tax amount, these revenues were 16.8% higher than the same period last fiscal year.





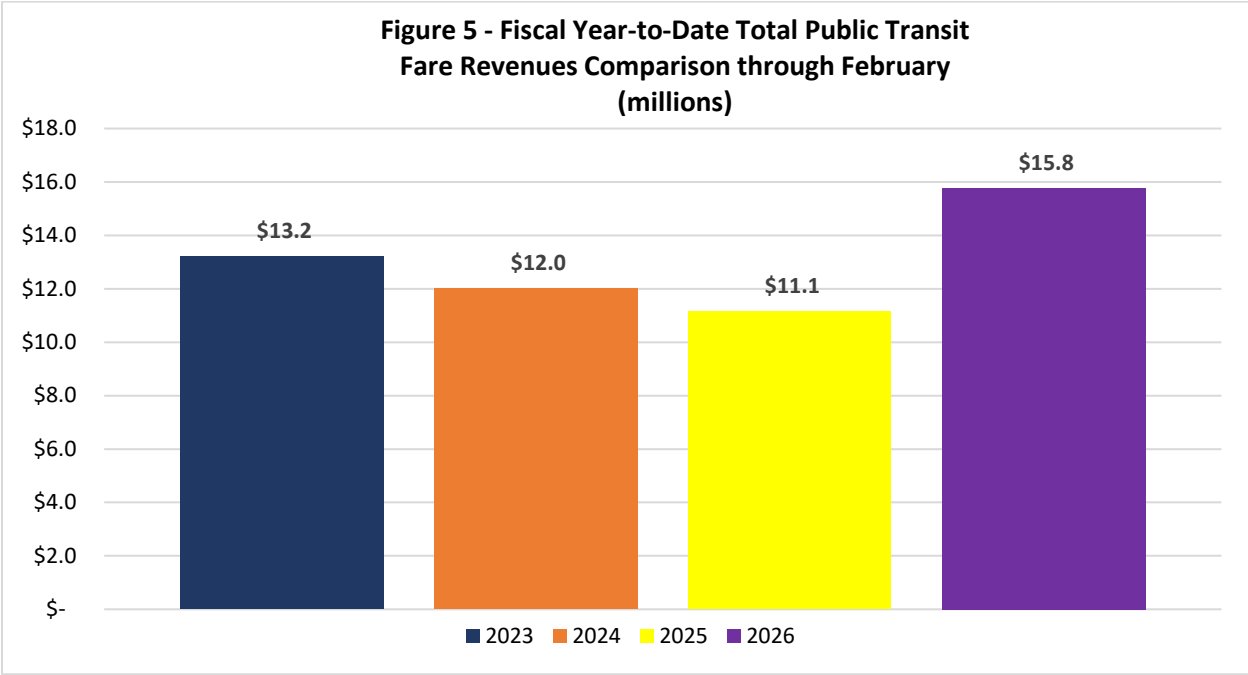
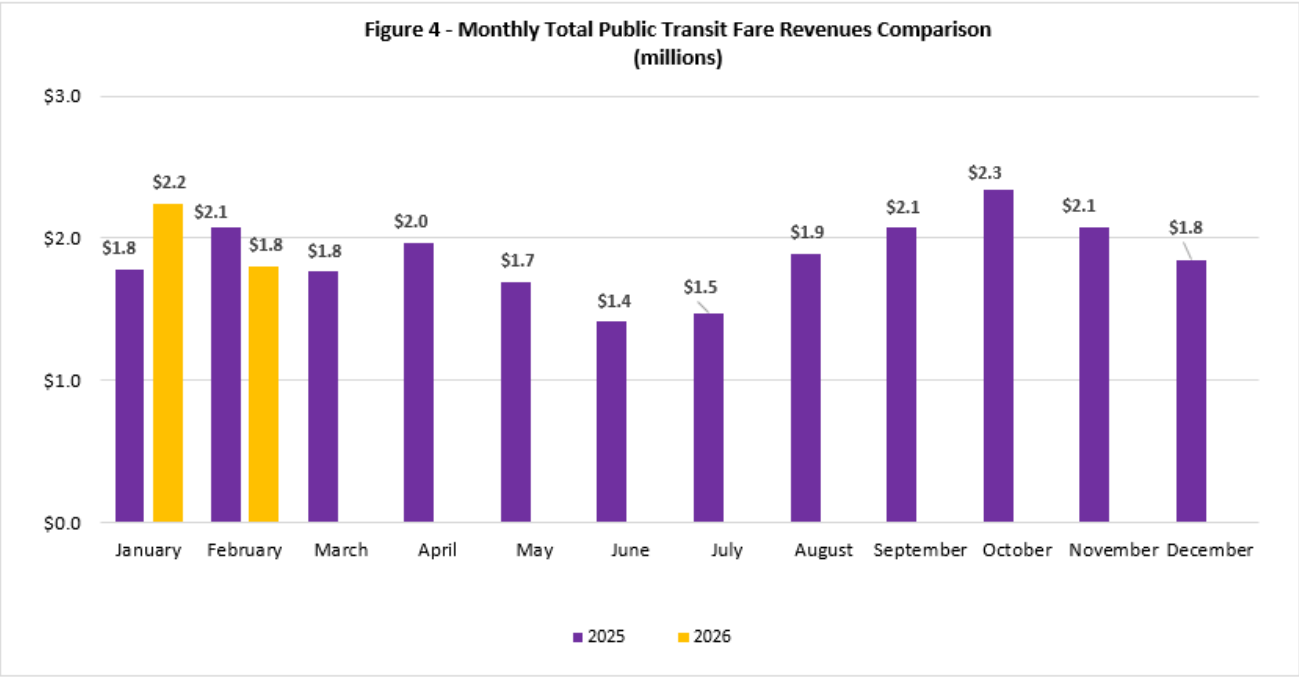


Figure 6 - Combined Monthly T2050 Sales Tax and Total Public Transit Fare Revenues Comparison (millions)

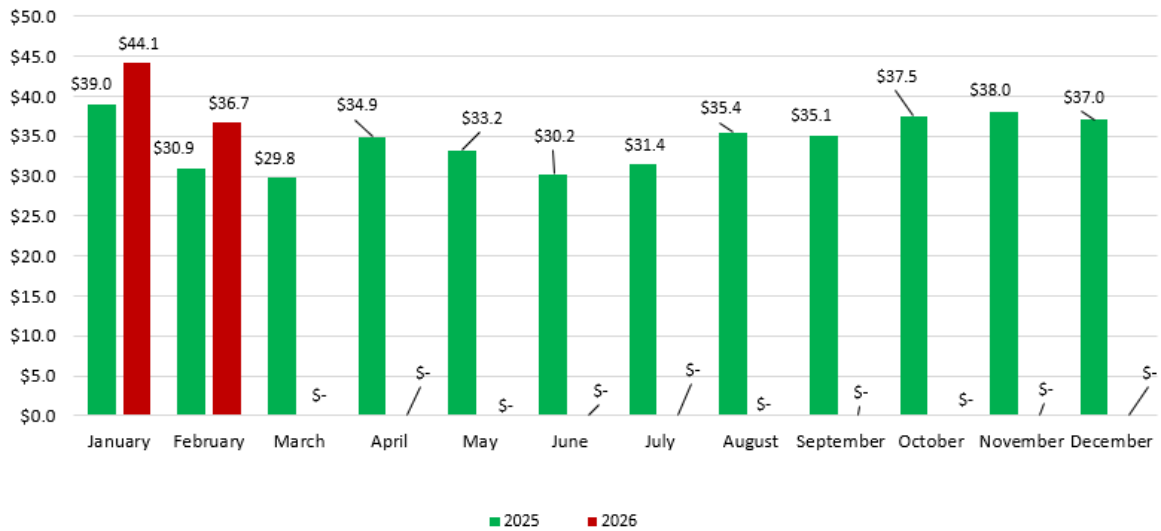
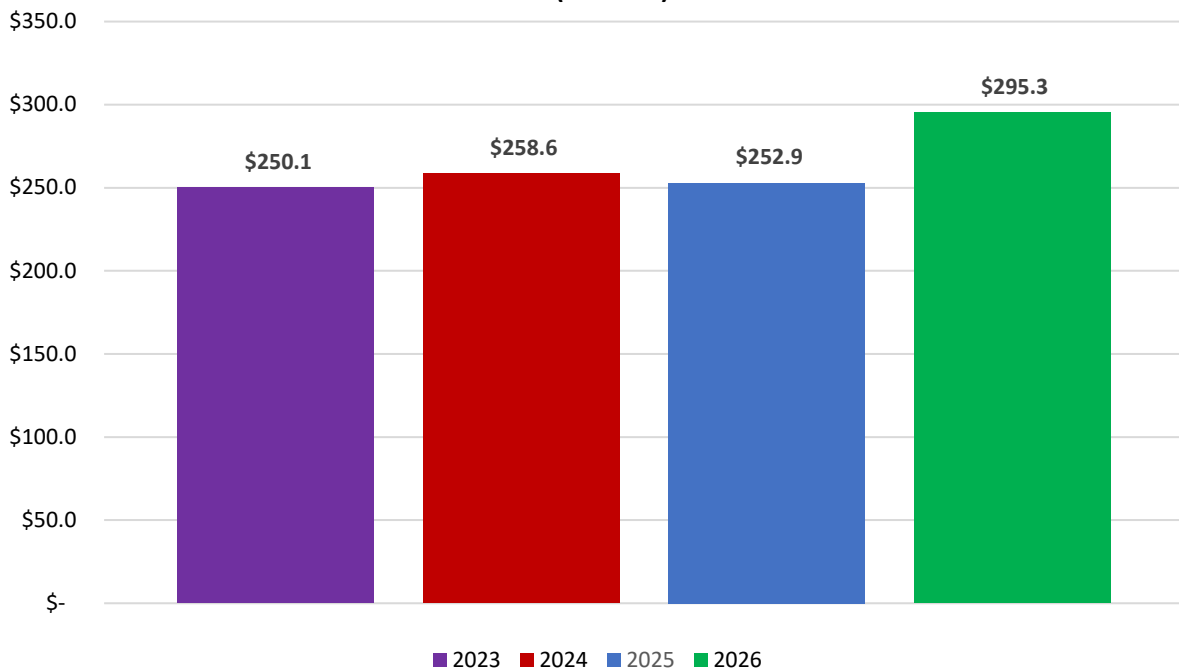


Figure 7 - Combined Fiscal Year-to-Date T2050 Sales Tax and Total Public Transit Fare Revenues Comparison through February (millions)



The attached table (Attachment A) shows fiscal year 2025-26 T2050 sales tax revenue collections and T2050 expenditures through February 28, 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 - February 2026	<u>279,516,000</u>
TOTAL	<u><u>3,045,562,000</u></u>

EXPENDITURES:

Project	FY 2025-26 Total Expenditures	FY 2025-26 T2050 Expenditures	FY 2025-26 Other (1) Expenditures	FY 2025-26 Total Commit	FY 2025-26 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	228,855,417	218,420,664	10,434,752	61,877,432	56,716,888	5,160,545	290,732,849	275,137,552	15,595,297
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	36,480	36,480	0	0	0	0	36,480	36,480	0
Transit Technology	2,489,038	956,104	1,532,933	0	0	0	2,489,038	956,104	1,532,933
South Central LRT	2,956,935	2,925,515	31,420	0	0	0	2,956,935	2,925,515	31,420
Capital/I-10 West LRT	8,240,151	8,240,151	0	8,000,000	8,000,000	0	16,240,151	16,240,151	0
Northwest Extension LRT Phase II	2,644,784	2,644,784	0	0	0	0	2,644,784	2,644,784	0
Bus Rapid Transit	0	0	0	0	0	0	0	0	0
Other Transit Capital	1,708,283	1,829,792	(121,509)	285,035	213,627	71,408	1,993,318	2,043,419	(50,101)
Project/Construction Mgmt	988,144	988,144	0	1,089,897	1,089,897	0	2,078,041	2,078,041	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	24,087,644	24,087,644	0	10,099,016	10,099,016	0	34,186,660	34,186,660	0
T2050 Arterial TRMSS	0	0	0	0	0	0	0	0	0
T2050 Arterial Micro Surfacing	968,805	968,805	0	0	0	0	968,805	968,805	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	1,666,713	1,666,713	0	259,813	259,813	0	1,926,526	1,926,526	0
Traffic Signal Pole Painting	242,625	242,625	0	0	0	0	242,625	242,625	0
Left Turn Arrows & HAWK	4,428,000	4,428,000	0	11,530,094	11,530,094	0	15,958,094	15,958,094	0
Illuminated Street Name Signs	0	0	0	0	0	0	0	0	0
Pedestrian and Bicycle	1,836,129	1,836,129	0	195,123	195,123	0	2,031,252	2,031,252	0
TOTAL	281,958,961	270,081,365	11,877,597	93,336,411	88,104,458	5,231,953	375,295,372	358,185,823	17,109,549

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