City of Phoenix

Meeting Location:
City Council Chambers
200 W. Jefferson St.
Phoenix, Arizona 85003

City of Phoenix

Agenda

Wednesday, May 20, 2026

10:00 AM

City Council Chambers

Transportation, Infrastructure, and Planning Subcommittee

Councilwoman Debra Stark, Chair
Councilman Jim Waring
Vice Mayor Kesha Hodge Washington
Councilman Kevin Robinson

If viewing this packet electronically in PDF, open and use bookmarks to navigate easily from one item to another.

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- Register online by visiting the City Council Meetings page on phoenix.gov at least 2 hours prior to the start of this meeting. Then, click on this link at the time of the meeting and join the Webex to speak:

https://phoenixcitycouncil.webex.com/phoenixcitycouncil/j.php?MTID=m181c637dfa917f2c0c6df2debbf53ad9

- Register via telephone at 602-262-6001 at least 2 hours prior to the start of this meeting, noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive 1 hour prior to the start of this meeting. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

At the time of the meeting:

- Watch the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

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- Watch the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

Para nuestros residentes de habla hispana:

- Para registrarse para hablar en español, llame al 602-262-6001 al menos 2 horas antes del inicio de esta reunión e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2552 974 2505#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2552 974 2505#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- Para asistir a la reunión en persona, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

Miembros del público pueden asistir a esta reunión en persona. El acceso físico al lugar de la reunión estará disponible comenzando una hora antes de la reunión.

CALL TO ORDER

MINUTES OF MEETINGS

1 **Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting** Page 6

Attachments
Attachment A - April 15, 2026 TIP Minutes.pdf

CONSENT ACTION (ITEM 2)

2 **Transit Scheduling and Dispatch Software Upgrade and Maintenance Agreement Extension - Citywide** Page 11

INFORMATION ONLY (ITEM 3)

3 **October 2026 Proposed Bus Service Changes and Public Outreach - Districts 1, 2, 3, 5, 7, 8** Page 13

Attachments
Attachment A - October 2026 Proposed Service Change.pdf

INFORMATION AND DISCUSSION (ITEMS 4-5)

4 **Smart Technology Improvements - Citywide** Page 18

5 **Advanced Metering Infrastructure Project Update - Citywide** Page 22

000 CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 7-1-1 Friendly.

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-534-0490.

Members:

Councilwoman Debra Stark, Chair
Councilman Jim Waring
Vice Mayor Kesha Hodge Washington
Councilman Kevin Robinson

Agenda Date: 5/20/2026, **Item No.** 1

Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting

This item transmits the minutes of the Transportation, Infrastructure, and Planning (TIP) Subcommittee Meeting on April 15, 2026, for review, correction or approval by the TIP Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

The minutes are included for review as **Attachment A**.

Responsible Department

This item is submitted by Deputy City Manager Amber Williamson and the City Manager's Office.

Attachment A

Phoenix City Council
Transportation, Infrastructure, and Planning (TIP) Subcommittee
Summary Minutes
April 15, 2026

City Council Chambers
200 W. Jefferson St.
Phoenix, Arizona

Subcommittee Members Present	Subcommittee Members Absent
Councilwoman Debra Stark, Chair	
Councilman Jim Waring	
Vice Mayor Kesha Hodge Washington	
Councilman Kevin Robinson	

CALL TO ORDER

Chairwoman Debra Stark called the Transportation, Infrastructure, and Planning (TIP) Subcommittee meeting to order at 10:01 a.m. with Councilman Kevin Robinson, Councilman Jim Waring, and Vice Mayor Kesha Hodge Washington present.

CALL TO THE PUBLIC

None.

MINUTES OF MEETINGS

1. Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting

Councilman Waring made a motion to approve the minutes of the February 18, 2026, Transportation, Infrastructure, and Planning Subcommittee meeting. Vice Mayor Hodge Washington seconded the motion which passed unanimously, 4-0.

CONSENT ACTION (ITEMS 2-7)

Items 2-7 were for consent action. No presentations were planned, but staff was available to answer questions.

Vice Mayor Hodge Washington made a motion to approve consent items 2-7. Councilman Waring seconded the motion which passed unanimously, 4-0.

2. Amend City Code – Section 36-158, Schedule I, Local Speed Limits at 13 Locations

3. Request to Issue RFP – North and South Fixed-Route Transit (Bus) Service Operations

4. Request to Issue RFP – Bus Operations Control Center (OCC) and Data Collection Services

5. Fiscal Year 2026-27 Assessment for Arizona Municipal Water User Association

6. Fiscal Year 2026-27 Assessment for Water Industry Research and Partnerships

7. Request for Award – ReBokeh Vision Technologies – Accessible Visual Inclusion Services

INFORMATION AND DISCUSSION (ITEMS 8-9)

8. Floodplain Management Section Overview and Update

City Engineer Eric Froberg and Floodplain Administrator Nazar Nabaty presented this item.

City Engineer Froberg shared an overview of floodplain management in the City.

Chairwoman Stark expressed appreciation for the City working with Maricopa County on the Lookout Mountain flood control district. Chairwoman Stark noted that the City of Phoenix contributes the greatest amount of funds to flood control districts compared to other cities in the region. Chairwoman Stark mentioned the undesignated trails that individuals create in the preserves which can lead to water in neighborhoods and suggested an educational campaign at preserves to stay on designated trails to mitigate this.

Vice Mayor Hodge Washington inquired how locations for flood control studies are selected and whether residents have input into the sites selected.

Mr. Froberg shared that the number of complaints made is consideration for identifying sites for flood control work, but that it is also dependent on the severity of flooding.

Vice Mayor Hodge Washington asked for further information on the selection process, such as how often flood control sites are looked at.

Mr. Froberg shared that sites are looked at annually, typically at the beginning of the fiscal year when there are new funds for local drainage studies and complaints are accepted throughout the year. He mentioned that when there are numerous complaints, the City will communicate with the flood control district to ask for additional information on a specific area of concern.

Vice Mayor Hodge Washington asked how the City has ensured that information is accessible.

Mr. Froberg noted that the Street Transportation Department will notify the City Engineer's Office of areas with severe flooding, so complaints are not always resident-driven, and larger studies also assist with identifying areas of concern.

Vice Mayor Hodge Washington thanked staff for the presentation.

9. 2026 Parks and Recreation PHXPlays Summer Camps and Aquatics Programming

Interim Parks and Recreation Director Martin Whitfield, Deputy Parks and Recreation Director Danielle Poveromo and Aquatics Supervisor Becky Kirk presented this item.

Interim Parks and Recreation Director Martin Whitfield shared that the Parks and Recreation Department has been working on summer programming.

Deputy Director Danielle Poveromo shared information about summer camps that are held throughout the City at various locations.

Aquatics Supervisor Becky Kirk shared information about pools that would be open over the summer and how staff are recruited for aquatics jobs.

Chairwoman Stark expressed appreciation for the work to reopen many of the pools.

Councilman Robinson asked how much lifeguards are paid when they start.

Ms. Kirk shared that shallow water lifeguards are paid $16.88 an hour, regular lifeguards are paid $17.24 an hour, and swim instructors are paid $19.54 an hour.

Councilman Robinson asked about the work schedule for staff.

Ms. Kirk shared that staff work 20 to 40 hours a week.

Vice Mayor Hodge Washington expressed support for summer programming and pools. Vice Mayor Hodge Washington asked how many participants there are in parks summer programs and whether there is greater demand than capacity, or gaps in service.

Ms. Poveromo shared that seven out of 26 summer program sites are free and that costs for the remainder range from $25 to $80 a week, so there are many options. She shared that there are scholarship programs available for families that need financial assistance. She highlighted part of the demand is due to the City having one of the lowest priced summer camps in the Phoenix valley area.

Vice Mayor Hodge Washington asked about unmet demand in summer programming.

Ms. Poveromo shared that 26 different community centers hold summer programming with capacity varying by facility and staffing levels. She highlighted that some centers are

booked out in advance whereas other sites meet capacity at varied times. She shared that all sites were full last year and that the free sites had waitlists.

Vice Mayor Hodge Washington asked how large the waitlists are and what the process is for considering individuals on a waitlist.

Ms. Poveromo shared that staff evaluate registrations for errors, , consider room for siblings, and then staff go through the waitlist in order of registration to add the child or recommend a different location. She shared that three of the 26 locations fill within minutes. She highlighted space as a limiting factor.

Vice Mayor Hodge Washington asked for a specific number of individuals on a waitlist.

Ms. Poveromo shared that the number depends.

Vice Mayor Hodge Washington asked for a general ballpark number of individuals on a waitlist for the entire summer programming done across the various locations.

Ms. Poveromo shared that for the three most popular sites, the waitlist may range from 25 to 80 individuals.

Mr. Whitfield shared that there is a weekly report of the capacity and waitlist for summer programming and mentioned he would provide that information to the Councilmember.

Chairwoman Stark thanked staff for the presentation.

CALL TO THE PUBLIC

Jerry Van Gasse recommended that Cesar Chavez Park be renamed Jesse Owens Park.

Tim Sierakowski asked for a park to be named after Jesse Owens. Mr. Sierakowski asked for parks, specifically Camelback and Piestewa Peak, to be opened earlier at 4:30 a.m.

FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:00 a.m.

Respectfully submitted,

Cecilia Alcantar-Chavez
Management Fellow

Agenda Date: 5/20/2026, **Item No.** 2

Transit Scheduling and Dispatch Software Upgrade and Maintenance Agreement Extension - Citywide

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to enter into a technology consulting professional services agreement with GIRO, Inc. to upgrade HASTUS, the region's transit scheduling and vehicle dispatch software, and to extend the associated software maintenance agreement (Contract 155092) for two years to correspond to the life of the upgraded software. Further recommend the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion of indemnification and assumption of liability provisions that would otherwise be prohibited by Phoenix City Code 42-18. The cost of the upgrade and extended maintenance agreement will not exceed $2,790,000.

THIS ITEM IS FOR CONSENT ACTION.

Summary

HASTUS is the transit scheduling and dispatch software used by the City and its regional transit partners, including Valley Metro. This software enables transit planners and schedulers to create bus and light rail schedules and plan transit services. Upgrading the HASTUS environment to version 2026 ensures our regional scheduling system remains aligned with current technology standards. City transit staff, regional transit partners, and contractors rely on this information to ensure efficient service planning and delivery to transit passengers.

The Public Transit Department (PTD) requests additional approval to extend the current HASTUS software maintenance agreement by two years to ensure full coverage throughout the useful life of the upgraded system. The upgrade to the HASTUS software provides an expected system life of approximately seven years, while the current maintenance and support contract covers only five. To ensure the City receives the full operational benefit and useful life of the upgraded system, the PTD must extend the existing maintenance and support agreement by an additional two years.

This item has been reviewed and approved by the Information Technology Services

Department.

Procurement Information
Under City Code and Administrative Regulation 3.10, the competitive procurement process was waived as a result of a Determination Memo citing GIRO, Inc. as the sole source for its services. GIRO, Inc. does not certify other vendors to provide services for its proprietary HASTUS software.

Financial Impact
The cost of the license upgrade and software maintenance extension will not exceed $2,790,000 (including taxes), with the cost of the software upgrade not to exceed $970,000 and the cost for additional years of the maintenance agreement not to exceed $1,820,000. Funds are available in the Public Transit Department's budget. PTD will also recover a portion of the costs for supporting this software on behalf of the region through its intergovernmental agreements with other regional transit providers.

Contract Term
The professional services agreement shall have a two-year term, beginning on or about July 1, 2026. The new end date of the software maintenance agreement will be February 9, 2033.

Responsible Department
This item is submitted by Deputy City Manager Amber Williamson and the Public Transit Department.

Agenda Date: 5/20/2026, **Item No.** 3

October 2026 Proposed Bus Service Changes and Public Outreach - Districts 1, 2, 3, 5, 7, 8

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information on the proposed October 2026 transit service changes and related public outreach efforts. Staff will return to the City Council after the summer break with a recommendation on the proposed changes after completion of the public outreach process. If approved, the service changes will take effect October 26, 2026. October Service Changes include I-17 and 1-10W RAPID Service Expansion and implementation of Microtransit Service.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Public Transit Department (PTD) is proposing a pilot program 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, such as 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, will be paired with either a light rail connection or weekday RAPID service at designated transit centers. Once implemented, each microtransit zone will 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 also creates the opportunity for reduced fares on RAPID trips for riders who

meet regional reduced fare requirements, in alignment with Federal Transit Administration policy.

The pilot is planned for a three-year duration, which matches the federal grant performance period, 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 will provide the required 20 percent local match of $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:

- Implementing three microtransit service zones over a three-year period to expand transit coverage and improve first-mile/last-mile access.
- Enhancing commuter bus (RAPID) service with improvements that complement and connect to the microtransit zones.
- 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, 107th Avenue to the west, and 75th Avenue to the east. 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
See proposed service change maps in **Attachment A**.

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 Federal Transit Administration 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.

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

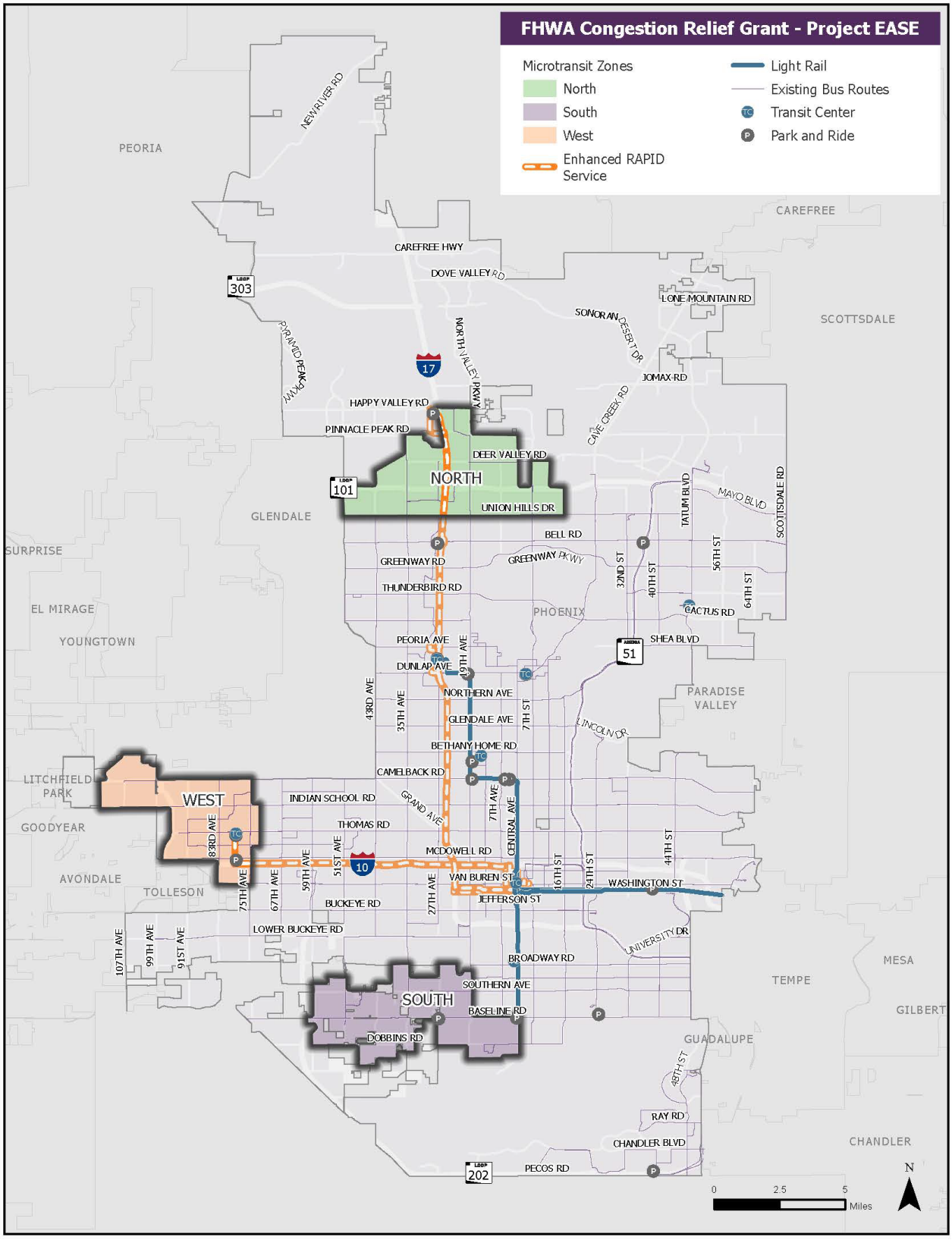
The public input process will take place from May 11, 2026, through June 12, 2026, during which Phoenix and Valley Metro staff will gather feedback through a combination of in-person and virtual outreach activities. Staff will use posters and bus stop signs placed at key locations along each affected 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.

Location
Council District(s): 1, 2, 3, 5, 7, 8

Responsible Department
This item is submitted by Deputy City Manager Amber Williamson and the Public Transit Department.

Attachment A

October 2026 Proposed Service Change



Agenda Date: 5/20/2026, **Item No.** 4

Smart Technology Improvements - Citywide

This report provides the Transportation, Infrastructure and Planning Subcommittee with an overview of the Smart Technology Improvements utilized across the Public Works, Street Transportation and Water Services departments. The report provides information regarding current and planned technologies aimed to improve street safety and enhance operational efficiency with the use of Smart Technology.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The City has taken a proactive and collaborative approach to implement smart technology across multiple departments. These efforts reflect a shared commitment to innovation and responsible resource management in support of our community's long-term sustainability and quality of life. This report provides an overview of the technologies and strategies currently in use, as well as a forward-looking perspective on planned initiatives and emerging opportunities.

Public Works Department

The Solid Waste Division of the Public Works Department has consistently invested in smart technologies to improve operations, enhance customer service, and more effectively sort and recover recyclables. A recent significant upgrade was made at the 27th Avenue Materials Recovery Facility, where the City processes recyclables. This upgrade included major equipment improvements, such as optical sorters with a high-speed, short-wave infra-red detection system capable of distinguishing materials like plastics, polyethylene terephthalate (PET), high-density polyethylene (HDPE), polypropylene (PP), as well as paper and cardboard. The facility now also features an artificial intelligence (AI) powered sorting robot, which ensures precise quality control. These advancements have allowed the City to recover more materials and produce high-quality bales, which are then sold to manufacture new products.

The Solid Waste Division has also included various software tools to boost routing efficiency and operational performance. All City collection vehicles, including those for trash, recyclables and green organics, are outfitted with automated vehicle location systems to monitor and track collection schedules and improve route management.

The division is also working to integrate route-optimization software to digitize current routing operations and enable flexible, real-time route adjustments. These smart technologies have collectively enhanced the division's operational effectiveness, supporting efforts to divert more waste from landfills and meet targets of 50 percent waste diversion by 2030 and zero waste by 2050.

Street Transportation Department

The Street Transportation Department (Streets) is committed to improving the efficiency of the City's transportation infrastructure and enhancing safety and mobility for all modes of travel, including motorists, buses, light rail, pedestrians and bicyclists. To support this mission, the department leverages a wide range of smart technologies that strengthen day-to-day operations and system performance. Several of these tools have already demonstrated measurable improvements in safety and mobility across the city and will continue to play a vital role in creating safer, more reliable and more efficient streets for everyone in Phoenix.

Connected Vehicle Acceleration Zone (CVAZ)

The Maricopa County Department of Transportation, in partnership with the Cities of Phoenix, Avondale and Tolleson, and the Arizona Department of Transportation, is leading the Connected Vehicle Acceleration Zone (CVAZ). CVAZ is part of the Saving Lives with Connectivity: Accelerating Vehicle-to-Everything (V2X) Deployment Program, a federally funded initiative to deploy V2X technologies at the largest scale to date in the United States. This effort is supported through a $20 million grant from the U.S. Department of Transportation. V2X technologies connect roadside infrastructure to road users of all modes. The goal is to provide a communications system where critical information is shared between road users, vehicles and traffic control systems. V2X technologies aim to reduce crashes, optimize traffic flow and support future connected and automated vehicle applications.

CVAZ is a large-scale deployment of V2X technology designed to improve safety, mobility and efficiency for all road users. This initiative will equip up to 650 signalized intersections in Phoenix with roadside units and install up to 230 onboard units in vehicles, including transit and emergency response fleets.

At the CVAZ intersections across Phoenix, vehicles equipped with onboard units will realize substantial benefits.

- Fleet passenger vehicles can receive data and safety alerts such as signal phasing and timing, and notifications for approaching emergency vehicles or work zones.
- Emergency vehicles benefit from faster response and reduced crash risk at intersections by preempting traffic signals.

- Transit Signal Priority will help improve light rail reliability and efficiency.
- Vulnerable road users, such as pedestrians and bicyclists, will gain added protection through real-time alerts to approaching vehicles to prevent vehicle-pedestrian related accidents.

Advanced Detection Intersection Cameras

In many parts of the City, we are no longer able to build our way out of congested streets but must rather turn to smart technology to optimize traffic flow and improve safety for vehicles, pedestrians and bicyclists. Streets recently partnered with NoTraffic, a technology development vendor, to utilize their advanced detection system. This AI powered system consists of video cameras and radars that detect vehicles, pedestrians and bicycles in varying weather and lighting conditions. The systems are connected to a virtual operations center that provides notifications to the Phoenix Traffic Management Center. The system also utilizes algorithms that adapt traffic signals to varying levels of traffic to reduce congestion in real-time.

The NoTraffic system also collects traffic signal performance measures such as traffic counts, average speeds and travel direction for all modes of travel. This essential information assists staff in developing signal timing plans, predicting future traffic demands and allocating resources to optimize travel for all modes of travel.

Information gathered through NoTraffic technology was recently used to evaluate signal timing throughout the City. It played a vital role in changes made to the yellow-change and red-clearance intervals that have been proven to reduce red light running occurrences.

Collectively, the V2X and advanced detection technologies align with the City's Vision Zero Road Safety Action Plan and support the City's goals of creating safer streets, reducing congestion, lowering emissions and ensuring equitable access for all underserved communities.

Water Services Department

Implementation of Smart Sewer Technology

To ensure reliable daily operations and protect public health and the environment, the Water Services Department (WSD) is implementing a Smart Sewer approach leveraging advanced technologies and real-time data. SewerAI uses artificial intelligence to accelerate sewer pipe inspections and improve the accuracy of condition assessments, allowing the City to evaluate system health more frequently. SmartCover sensors provide real-time alerts of rising manhole levels, helping staff identify developing blockages early and prevent overflows. Kando monitoring detects

unusual industrial discharges at key points in the system, protecting downstream pipelines and treatment processes. Together, these tools shift operations from reactive response to proactive preventive maintenance that strengthens service reliability and conserves resources.

Enhancing Leak Detection and Pressure Monitoring

To safeguard infrastructure and promote conservation, the WSD has instituted a comprehensive Leak Detection Program employing advanced acoustic technologies, including data loggers and correlators. In addition, WSD has installed smart hydrant sensors to track pressure and temperature changes and get alerts at a moments notice. These tools enable specialized staff to systematically scan the distribution network, detect concealed leaks, and minimize water loss, thereby supporting system reliability and long-term asset management.

Responsible Department

This item is submitted by Assistant City Manager Ginger Spencer, Deputy City Managers Frank McCune and Alan Stephenson, and the Public Works, Street Transportation and Water Services departments.

Agenda Date: 5/20/2026, **Item No.** 5

Advanced Metering Infrastructure Project Update - Citywide

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Water Services Department's transition from Automatic Meter Reading system to Advanced Metering Infrastructure.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The Water Services Department (WSD) currently bills about 465,000 accounts monthly using Automatic Meter Reading (AMR), which collects meter data as a reader drives a vehicle past each meter citywide. As AMR equipment ages, failed reads and manual work orders are rising, so to improve accuracy and reliability, WSD is transitioning to Advanced Metering Infrastructure (AMI).

AMI replaces drive-by readings with two-way secure communication over existing cellular networks. This allows for near real-time data access, remote meter management, and greater water system reliability.

Compared with AMR, AMI will significantly improve our ability to identify leaks or abnormal usage and substantially provide more detailed usage information. With near real time alerts and data collection, staff can respond more quickly, make better informed decisions, and reduce the time and labor required for traditional meter reading. AMI data will help identify trends in water use that directly support WSD's long -term planning and capital improvement decisions.

At the completion of the project, an online portal will launch and give customers access to new tools and insights such as daily water use tracking, and clearer visibility into consumption patterns. These features empower customers to make informed decisions that reduce water use, manage monthly costs, and identify potential leaks early, saving both water and money.

The transition from AMR to AMI is expected to take up to six years. The implementation schedule calls for replacing between 77,000 and 93,000 cellular endpoint transmitters (ERTs) each year, with the estimated annual cost ranging from

$20-24 million for the cellular ERTs units. These costs include installation and network related operating charges, but does not include costs to change out meters that may be near their end of life cycle.

Unlike the original AMR deployment, which progressed geographically from south to north and created uneven workload pressures across service yards, the AMI rollout will occur simultaneously in all service areas based on existing read routes. This approach balances workloads more evenly, reduces strain on individual yards, and ensures more consistent availability of AMI enabled meters across the city once the customer portal becomes active.

Responsible Department
This item is submitted by Assistant City Manager Ginger Spencer and the Water Services Department.