

**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 **December 4, 2025, 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 - 12042025](#)

Webex Meeting Information:

Webinar number: 2345 747 5794
Webinar password: wpTERT2kt25

Join by phone:

Dial 602-666-0786 and use access code 23457475794

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

Contact: Public Transit Department at 602-262-7242 or CTC@phoenix.gov

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 October 23, 2025, meeting.</u> This item is for approval.	Commission Members
4.	<u>Proposed 2026 CTC Meeting Calendar</u> This item allows the Commission to set the 2026 meeting dates. This item is for approval.	Commission Members

5.	<p><u>Request for Qualifications (RFQ) Procurement for a new T2050 PMC Contract</u></p> <p>This item provides an update on the T2050 Program Management Consultant (PMC) contract, which provides program management services in support of the implementation of the City's Transportation 2050 (T2050) program. The current PMC contract will expire in September 2026. Staff will request CTC approval to issue a request for qualifications (RFQ) procurement for a new T2050 PMC contract to be in place for when the current contract expires.</p> <p>This item is for discussion and possible action.</p>	Street Transportation Department
6.	<p><u>Contract Award for Transit Oriented Development Planning Grant for the Main Line/Revising PHX Light Rail Corridor</u></p> <p>The report requests the Citizens Transportation Commission recommend City Council approval to enter into a contract with Clarion Associates for consultant services to assist with the implementation of the Phoenix Main Line Light Rail Transit-Oriented Development (TOD) Planning grant.</p> <p>This item is for discussion and possible action.</p>	Public Transit Department
7.	<p><u>CAPEX Light Rail Options</u></p> <p>The report provides information on the progress of route and design options for the Capitol Extension and I-10 West Extension. The report also requests recommendations for identifying a locally preferred alignment or re-evaluation of high-capacity transit to serve West Phoenix.</p> <p>This item is for discussion and possible action.</p>	Public Transit Department
8.	<p><u>Public Transit and Street Transportation Departments Update</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
9.	<p><u>Monthly Ridership Update</u></p> <p>This report provides a monthly ridership update for regional bus and light rail services, as well as Phoenix's bus, light rail and Dial-a-Ride services.</p> <p>This item is for information only.</p>	Report Only

10.	<u>Upcoming T2050 Related Public Meetings and Events</u> This report lists upcoming T2050 related public meetings and events hosted by the Public Transit and Street Transportation Departments, along with Valley Metro. This item is for information only.	Chair Moody
11.	<u>Call to the Public</u> 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.	Chair Moody
12.	<u>Request for Future Agenda Items</u> Commissioners may request follow-up or future agenda items and additional information.	Commission Members
13.	<u>Next CTC Meeting: January 22, 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.

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
MEETING MINUTES
OCTOBER 23, 2025**

Public Transit Department
302 N. First Avenue/Webex

Commissioners Present	Public Present	City Staff Present
David Moody (Chair)		
Clark Princell (Vice-Chair)		
Anna Maria Maldonado		Albert Crespo
Christina Panaitescu		Andy Granger
Darlene Vallo		Barbara Paez
Jack Leonard		Bevey McCloud
Joan Berry		Fred Cruz
Lina Bearat		Jesús Sapien
Luke Douglas		Joe Bowar
Sanjay Paul		Jolynn Coleman
		Juanita Carver
ABSENT		Kevin Teng
David Steinmetz		Kelie Thomas
Ellie Perez-Pawloski	Valley Metro	Kyle Marshall
Fallon Webb	Hillary Foose	Les Scott
Lisa Perez		Leticia Vargas
Mike Huckins		Markus Coleman
		Micah Alexander
		Nick Klimek
		Nichol Shrum
		Robert Angel
		Samantha Hacker
		Sarah Brown
		Scott Johnson
		Selena Munoz
		Stefan Slater

1. Call to Order

Chair Moody called the meeting to order at 5:05 p.m.

2. Chair Announcements

Chair Moody welcomed new staff member Selena Munoz, Administrative Secretary in the Public Transit Department, Director's Office. He also reminded attendees of meeting protocols and etiquette.

3. Approval or correction of the minutes from the June 26, 2025, meeting

A motion to approve the minutes was made by Commissioner Panaitescu and seconded by Commissioner Douglas. The motion passed unanimously.

4. Ethics and Gift Policy Review

Law Department Attorney Scott Johnson provided a high-level overview of the City's ethics and gift policies, including conflict of interest procedures and permissible gifts. Commissioners were reminded to consult the Boards and Commissions Ethics Handbook and to reach out to staff with any questions. Commissioner Douglas asked for clarification on vendor restrictions, which Mr. Johnson addressed.

5. Major Street Program Update

Staff provided a report in response to a citizen comment from the June 2025 meeting. The report was included in the meeting packet. No discussion.

6. South Central Extension/Downtown Hub Light Rail Business and Community Support

Light Rail Administrator Markus Coleman introduced the item, and Valley Metro's Hillary Foose presented the final report on the South-Central Extension Business Assistance Program. Highlights included:

- Over 9,000 weekday boardings, exceeding projects.
- A successful opening day with 5,000+ attendees.
- Ongoing marketing, safety education, and business support efforts.
- Launch of a new Community Resource Hub at CityScape.

Commissioners praised the program's success and asked questions about community engagement in older light rail corridors and business support strategies.

7. Transit-Oriented Communities (TOC) Program Overview and Update

Mr. Coleman introduced Nick Klimek from the Planning and Development Department, who presented updates on TOC initiative including:

- Metro District
- Capital District
- I-10 West Corridor
- South-Central Implementation
- Revisiting Reinvent Phoenix and 19 North

Commissioners asked about safety planning, traffic impact analysis, and the timeline for policy plan adoption. Staff confirmed that draft plans will be presented to the Commission before going to City Council.

8. T2050 Annual Report

The annual progress report on the Phoenix Transportation 2050 Plan was provided in the meeting packet. No questions were raised.

9. Monthly ridership update
Report provided. No discussion.
10. T2050 financial update
Report provided. No discussion.
11. Upcoming T2050 related public meetings/events
None.
12. Call to the Public
No public comments.
13. Future agenda items
Commissioner Berry inquired about recent landscaping improvements along Union Hills Road and suggested a long-term asset replenishment plan. Staff confirmed new landscaping contracts and referenced the earlier agenda item addressing landscaping equity.
14. Next Meeting
The next meeting is scheduled for December 4, 2025, at 5:00 p.m.
15. Adjournment
The meeting was adjourned at 5:59 p.m.



City of Phoenix
CITIZENS TRANSPORTATION COMMISSION
2026 MEETING CALENDAR

Meetings take place at 5 p.m. on the fourth Thursday of the month*.

Meetings are currently conducted both virtually and in-person at the Phoenix Public Transit Building, 302 N. 1st Ave., 7th Floor Conference Room.

Please check the public meeting notices webpage at <https://www.phoenix.gov/cityclerk/publicmeetings/notices> to verify the meeting time, date, and location. All meetings are subject to change/cancellation.

For questions, please contact Bevey McCloud, City of Phoenix Public Transit Department, at (602) 534-6192 or at bevey.mccloud@phoenix.gov.

Citizens Transportation Commission 2026 Meeting Dates	
	January 22, 2026
	February 26, 2026
	March 26, 2026
	April 23, 2026
	May 28, 2026
	June 25, 2026
	August 27, 2026
	September 24, 2026
	October 22, 2026
	*December 3, 2026
*No meeting in July; November/December meeting combined on December 3.	

CITIZEN TRANSPORTATION COMMISSION REPORT

TO: Ed Zuercher
City Manager

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

Jesús Sapien
Public Transit Director

SUBJECT: TRANSPORTATION 2050 (T2050) PROGRAM MANAGEMENT
CONSULTANT

This report provides an update to the Citizens' Transportation Commission (CTC) on the T2050 Program Management Consultant (PMC) contract, which provides program management services in support of the implementation of the City's Transportation 2050 (T2050) program. The current PMC contract will expire in September 2026. Staff requests CTC approval to issue a request for qualifications (RFQ) procurement for a new T2050 PMC contract to be in place when the current contract expires.

OVERVIEW

T2050 is Phoenix's 35-year multimodal transportation plan, approved by voters in August 2015. It addresses both immediate and long-term needs through investments in street improvements, pavement maintenance, expanded bus and Dial-a-Ride services, new light rail extensions, bike lanes, and sidewalks. T2050 expands transportation options for residents while advancing the City's goals for economic development, sustainability, and accessibility. Funding comes from local sales tax and transit fares, supplemented by federal and regional grants.

To implement the plan, City staff engaged a Program Management Consultant (PMC) to support the Street Transportation and Public Transit teams. The PMC's scope of services include:

The PMC's scope of services included:

- Supporting implementation planning and programming
- Developing and reporting on performance metrics
- Assessing public-private partnerships and alternative financing strategies
- Providing technical planning, engineering, and feasibility analyses
- Delivering cost estimates and administrative support
- Creating design guidelines and standard details
- Offering additional services to assist staff in delivering T2050 projects

- Leveraging the Qualified Vendor List to engage local engineering firms

Following a competitive RFQ process, AECOM was selected as the PMC and awarded the first five-year contract in September 2016 and a second-term five-year contract in September 2021. Since then, AECOM has delivered the full range of contracted services.

Attachment A provides examples of the services provided by the PMC.

In addition to its original scope, the PMC has provided critical support for emerging needs, including:

- Transit and Transportation Planning: Route planning, neighborhood transit studies, micro-transit analysis, and general transportation planning
- Safety and Compliance: Development and annual updates of Public Transportation Agency Safety Plans for PTD, contractors, and subrecipients
- Asset and Cost Management: Facility inventory and asset management plans for PTD buildings and garages; independent engineer's estimate for the Central Station project
- Mobility and Active Transportation: Mobility studies, wayfinding, bicycle master plan, and Bicycle Friendly Communities application
- Traffic and Pedestrian Safety: Process improvements to integrate safety scopes into relevant programs
- Funding and Strategy: Grant strategy, project development, and application preparation
- Data and Reporting: Business Intelligence dashboard development; monthly paving reports at citywide and council district levels
- Staff and Outreach Support: Technical assistance for signing and striping, Cool Corridors, high-capacity transit GIS mapping, and community outreach guidelines

To maintain continuity in T2050 implementation, the Street Transportation and Public Transit departments plan to issue a new RFQ in Spring 2026 for a new five-year PMC contract.

City staff will evaluate submissions, select the most qualified firm, negotiate the contract, and present a recommendation to the City Council in August 2026, ensuring a seamless transition between contracts.

RECOMMENDATION

Staff requests CTC approval to issue a request for qualifications (RFQ) procurement for the new T2050 PMC contract services.



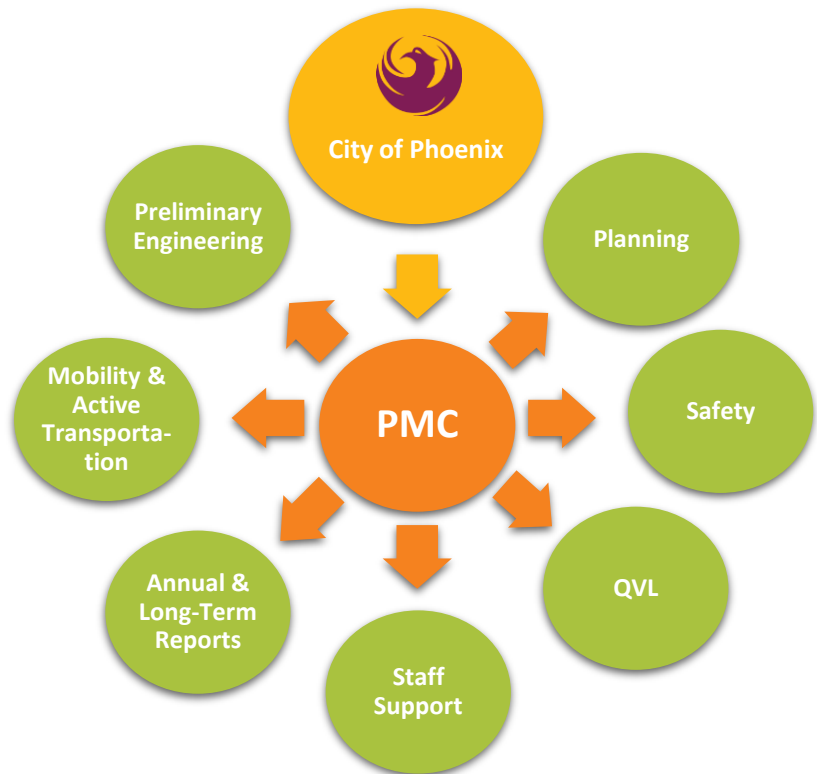
T2050 Program Management Consultant (PMC)

In 2015, Phoenix voters approved Proposition 104, creating the 35-year T2050 program consisting of bus and light rail service, and citywide street improvements.

In 2016, the City engaged the PMC team to assist with launching the program, prioritizing various aspects, and beginning the implementation. In 2021, the team was reengaged to continue assisting with implementation.

Tasks include program implementation; establishing, tracking and reporting performance measures; providing as-needed support for T2050 related tasks; and managing the Qualified Vendors List (QVL).

As the program matured, the PMC adapted by providing access to **additional resources** and a **wide array of industry experts** in a **timely manner** to **proactively address program needs and challenges**.



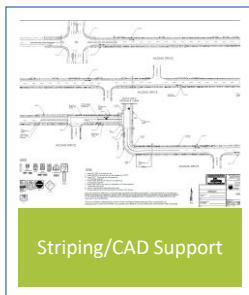
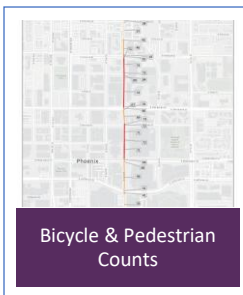
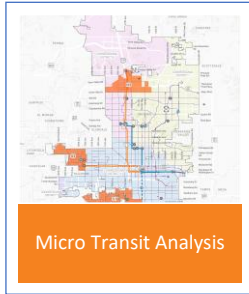
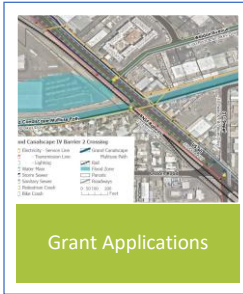
Since September 2016, T2050 PMC team has provided support to the City to:

Execute 37 Contracts and several contract amendments	Publish 4 Annual Progress Reports	Complete Mobility Studies Reassessments
Begin developing T2050 Long-Term Performance Metrics Report #2	Prepare applications resulting in \$128 Million in grant funding	Provide Planning, Engineering and Project Management support
Develop FTA-mandated Public Transit Agency Safety Plan Annual Updates	Begin conducting T2050 Awareness & Satisfaction Survey #2	Conduct Micro Transit Analysis resulting in \$12.9 M Congesting Mitigation Grant

The T2050 PMC is a mechanism for the city to access a wealth of technical expertise, in an expedited manner

Executing Projects

Annual Progress Report



The PMC delivers...



The right resources and expertise



A streamlined contracting process



High-quality work on tight timelines



The ability to execute more projects

Subconsultants engaged since September 2016

The Barnhart Co

- Communications and program administrative support

Lee Engineering

- Safety and big data analysis and bicycle / pedestrian counts

Krueger Transit Consulting

- Low/no emission consulting

Kimley Horn

- North Garage siting study
- West Garage retrofit design

Michael Baker

- Maryvale transportation study
- Traffic signal design
- Intersection modification

Ardurra

- Storm drain assessment planning and grant support

CK Group

- Roadway design update and construction management

Gannett Fleming

- Pavement maintenance support

Y2K

- Grant applications support

Wood / WSP

- Intersection improvements
- HIN roadway segment analysis

Olsson

- Traffic signal modernization
- Grand Canal grant support

YSMA

- Pedestrian crossing evaluations
- Streetlight concepts development
- HAWK designs

Silsync

- EV charger siting study

Rick Rivera

- Transit procurement support

Dibble

- Project management support

Tristar

- DBE reporting support

Greenlight

- Safe Routes to School program development and validation

Aztec

- Traffic signal modernization

Kittelson

- Traffic signal modernization

Parsons

- Federal grants support

CivTech

- Road Safety Assessment

STV

- Light rail traffic signal operations training



Streets PHX
STREET TRANSPORTATION DEPARTMENT


City of Phoenix
PUBLIC TRANSIT DEPARTMENT

T2050 Program Management Consultant

Citizens Transportation Commission
December 4, 2025

T2050 Program Management Consultant

The PMC delivers...



**The right resources
and expertise**



**A streamlined
contracting process**



**High-quality work
on tight timelines**



**The ability to execute
more projects**



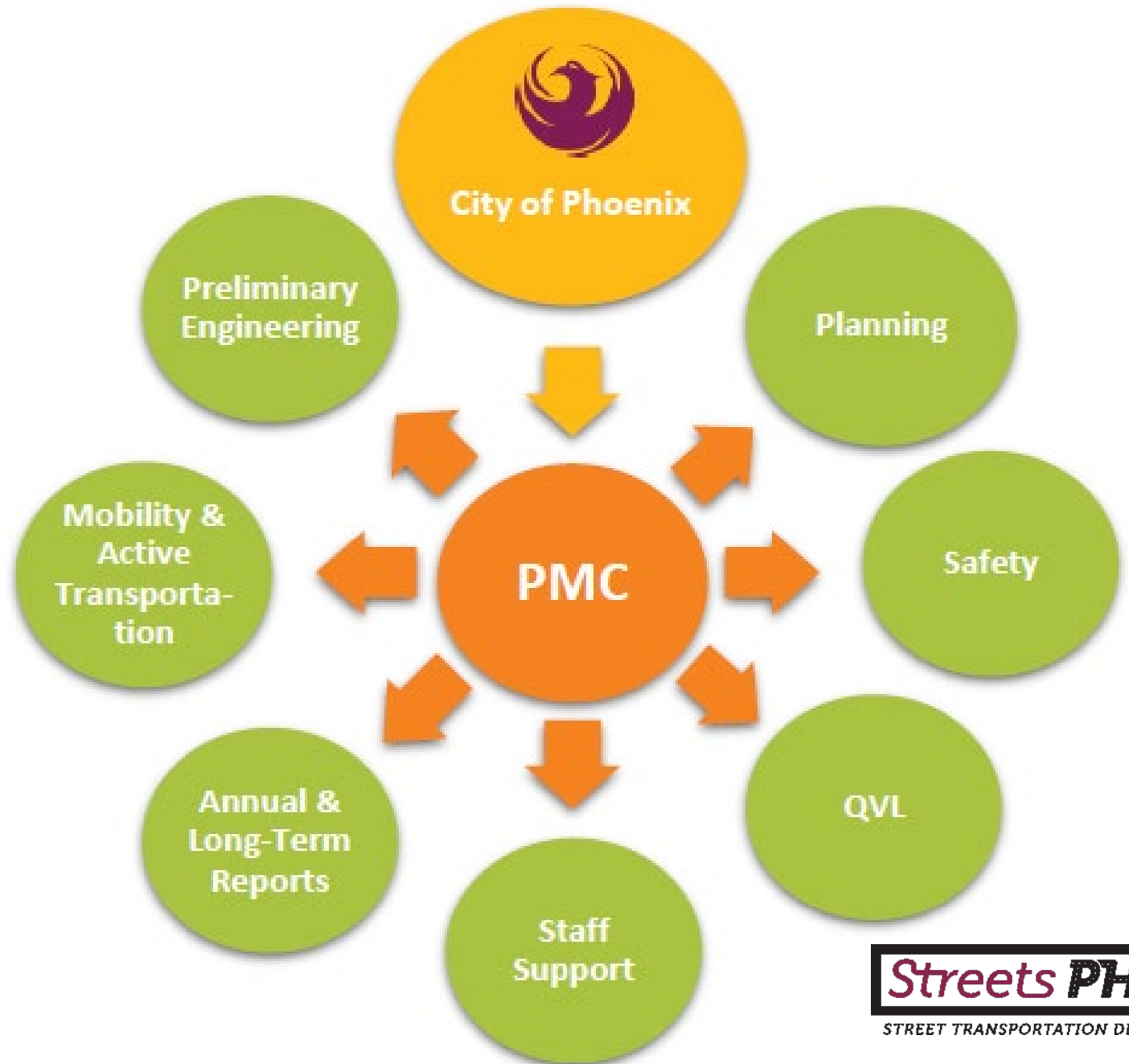
City of Phoenix
PUBLIC TRANSIT DEPARTMENT



T2050 Program Management Consultant



City of Phoenix
PUBLIC TRANSIT DEPARTMENT



STREET TRANSPORTATION DEPARTMENT

PMC Deliverables

Execute
37 Contracts
and
several
contract amendments

Publish
4 Annual Progress Reports

Complete
Mobility Studies Reassessments

Begin developing
T2050 Long-Term Performance Metrics Report #2

Prepare applications resulting in
\$128 Million
in grant funding

Provide
Planning, Engineering and Project Management support

Develop FTA-mandated
Public Transit Agency Safety Plan Annual Updates

Begin conducting
T2050 Awareness & Satisfaction Survey #2

Conduct
Micro Transit Analysis resulting in
\$12.9 M Congesting Mitigation Grant



City of Phoenix
PUBLIC TRANSIT DEPARTMENT



STREET TRANSPORTATION DEPARTMENT

**PMC
Contract
Expiration:
September
2026**

Next Steps:

- ✓ Issue new RFQ Spring 2026
 - Staff evaluate submissions
 - Select qualified firm
 - Contract negotiations

August 2026

- ✓ CTC approval
- ✓ City Council approval



City of Phoenix
PUBLIC TRANSIT DEPARTMENT



PMC Contract

RECOMMENDATION:

Request CTC approval to issue a Request for Qualifications (RFQ) procurement for the new T2050 PMC contract services



City of Phoenix
PUBLIC TRANSIT DEPARTMENT





Questions?



City of Phoenix
PUBLIC TRANSIT DEPARTMENT



CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Amber Williamson
Deputy City Manager

FROM: Markus Coleman
Light Rail Administrator

SUBJECT: Contract Award for Transit Oriented Development Planning Grant for the
Main Line/Revisiting Reinvent PHX Light Rail Corridor

This report requests the Citizens Transportation Commission recommend City Council approval to enter into a contract with Clarion Associates for consultant services to assist with the implementation of the Phoenix Main Line Light Rail Transit-Oriented Development (TOD) Planning grant. The City of Phoenix received a \$1.2 million grant from the Federal Transit Administration (FTA) Department of Transportation to conduct a comprehensive TOD planning study.

Summary

In April 2024, the Public Transit Department received a \$1.2 million grant from the FTA through the Federal Fiscal Year (FFY) 2023 Pilot Program for TOD Planning which is further supported by a \$75,000 local in-kind match by City of Phoenix departments. The grant submission included a significant housing component that made the City of Phoenix eligible for consideration for full FTA funding for this project, and the City received the 100 percent fully funded federal award, with an over match of \$75,000 included for in-kind contributions of staff time. No City funding is required.

The funding will be used to conduct a TOD study for implementation efforts concerning land use, transportation, and infrastructure investments along the Main Line light rail corridor, which includes the ReinventPHX and 19 North communities. The grant supports the FTA's mission of improving America's communities through public transportation by providing funding to integrate land use and transportation planning. The project will evaluate opportunities to develop mixed-use and affordable housing for enhanced economic development and increased ridership opportunities.

The first City of Phoenix TOD Policy Plan, ReinventPHX, was adopted in 2015 and covers five Council districts, and the 19North TOD Policy Plan was adopted in 2021; members of these communities have been anxious for the government-led actions identified in these plans to continue at a faster pace. The City intends to continue the momentum from the successful adoption of several TOD Community Plans by revisiting the ReinventPHX and 19North study areas, analyzing changes related to housing, and making progress toward achieving the transformative potential of light rail.

Procurement Summary

City Council approved staff's request to issue a request for proposals (RFP) for consultant services to conduct a Transit Oriented Development study for cross-disciplinary implementation efforts concerning land use, transportation and infrastructure investments

along the Main Line light rail corridor. The RFP was issued August 1, 2025, with a proposal submission deadline of September 12, 2025.

Seven proposals were received in response to the RFP. An evaluation panel comprised of City of Phoenix subject matter experts and a member of the public reviewed the proposals based on the following criteria:

- Method of Approach - A Seamless Process (300 points)
- A Thorough Understanding with Intentional Staffing (300 points)
- An Innovative, Integrated, and Attainable Process (300 points)
- Pricing (100 points)

The evaluation committee reached consensus to award the contract to Clarion Associates, which scored 865 of the maximum score of 1,000 points.

Financial Impact:

The contract with Clarion Associates will total \$1,046,541, and the aggregate project value will not exceed \$1.275 million. In-kind local match is available from the following City departments:

- Federal Transit Administration TOD Grant – \$1.2 million
- Planning and Development Department - \$50,000 (in-kind)
- Housing Department - \$25,000 (in-kind)

Next Steps

Upon receiving CTC approval, staff will recommend approval to the City Council Transportation, Infrastructure, and Planning Subcommittee to execute a contract with Clarion Associates with an anticipated project start date in February 2026.

RECOMMENDATION

This report is for discussion and possible action.

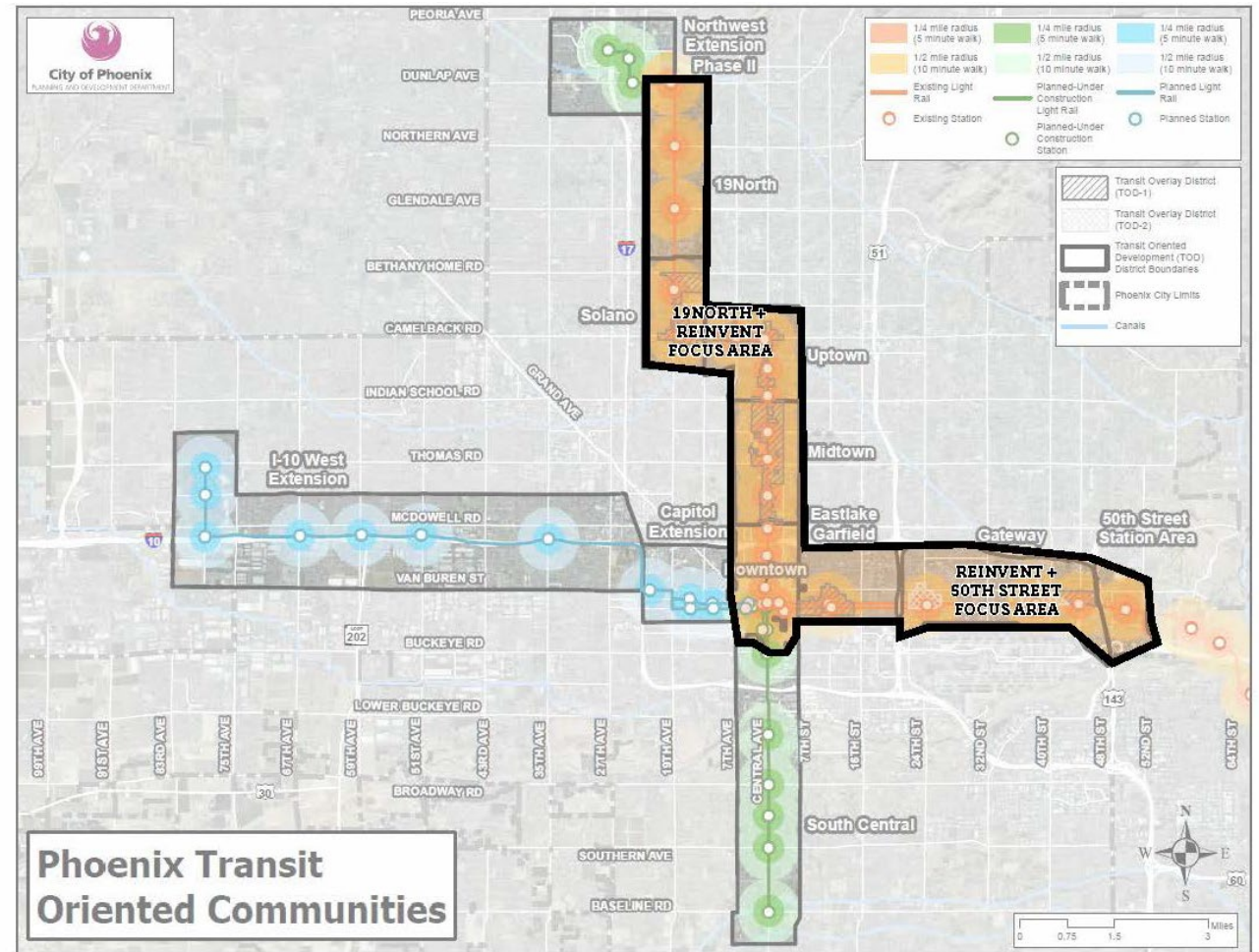
Contract Award

Phoenix Light Rail Main Line Transit Oriented Development Implementation

Citizens Transportation Commission
Sarah Brown
December 4, 2025

Purpose

- Implement key strategies in the ReinventPHX and 19 North Policy Plans.
- Focus on affordable housing and mixed-use development opportunities.
- Identify future investment strategies.



Award and Budget

- 100% Federally Funded
- \$1.2 million FTA grant
- No local dollars
- \$75,000 over match (staff time)

Scope

- Assess affordable housing and development opportunities.
- Evaluate current and projected growth and development.
- Make recommendations to streamline permitting for rental housing and other community visions.
- Educate and engage community stakeholders.

Process

- Request for Proposal released August 1, 2025
- 7 proposals received
- 5 evaluation panel members
 - City of Phoenix (4)
 - Community (1)

Scoring Criteria	1,000 Points Max.
Method of Approach – A Seamless Process	300 Points 30%
A Thorough Understanding with Intentional Staffing	300 Points 30%
An Innovative, Integrated, and Attainable Process	300 Points 30%
Pricing	100 Points 10%

Award Recommendation

FIRM	SCORE	CONTRACT AMOUNT
Clarion Associates	865	\$1,046,541

Schedule

- Grant Awarded – April 2, 2024
- Approval to Release RFP – May 29, 2024
- Release of RFP – August 1, 2025
- Selection Recommendation – November 18, 2025
- Formal Council Approval – January 7, 2026
- Notice to Proceed - February 2026
- Completion of Grant - December 2028

Recommendation

Staff requests the Citizens Transportation Commission recommend City Council approval to enter into a contract with Clarion Associates for consultant services to assist with the implementation of the Phoenix Main Line Transit-Oriented Development planning grant.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Amber Williamson
Deputy City Manager

FROM: Markus Coleman
Light Rail Administrator

SUBJECT: Capitol Extension and 10 West Light Rail Projects Update and Future Options

This report provides an update on the Capitol Light Rail Extension (CAPEX) and I-10 West Light Rail Extension (10WEST) projects and requests the Citizens Transportation Commission (CTC) recommend to the City Council to either (1) select a new CAPEX Locally Preferred Alternative (LPA) route or (2) re-evaluate other high-capacity transit alternatives to serve West Phoenix. The CAPEX project is currently in the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program to qualify and compete for discretionary funding. The deadline for the first phase of the CIG process, known as Project Development, is April 2026 and requires a policy decision by City Council to move forward.

Background

The CAPEX and 10WEST light rail extensions were included in the T2050 investment plan approved by the City of Phoenix voters in 2015 and were originally envisioned as one project. In 2016, the single project was separated into two phases to accommodate reprioritization of other light rail project investments. The CAPEX project is designed to extend light rail service from downtown Phoenix to the State Capitol Mall, with a future phase planned to connect to I-10 West and to the Desert Sky Transit Center at 79th Avenue and Thomas Road.

In 2019, the City Council instructed staff to perform a re-evaluation of the CAPEX and 10WEST projects, both from a technical perspective and to seek further community feedback. The technical analysis and public input at that time both supported light rail as the preferred transit mode for this corridor, citing higher ridership potential, operating cost efficiencies, increased capacity and strong public support.

In 2021, the City Council approved the current LPA for CAPEX, which was a single-track loop configuration from 3rd Avenue to 19th Avenue along both Washington Street and Jefferson Street (also called the 19th Ave Loop). However, when the State Legislature negotiated Proposition 479 in 2023, Senate Bill 1102 was passed into law, which prohibits light rail within 50 yards of the Capitol complex, specifically the area with a boundary of 17th Avenue on the East, Adams Street on the North, 18th Avenue on the West and Jefferson Street on the South. This legislative action eliminated the ability to implement the previously adopted CAPEX LPA or 19th Ave Loop. As a result, Valley Metro and City of Phoenix initiated an effort to re-design the route and requested a one-year extension from the FTA to remain in Project Development, allowing time for the City to consider alternative routes. The FTA granted a one-year extension, effective April 2025, which is set to expire in April 2026.

Over the past two years, City staff, Mayor and Council, and Valley Metro have engaged stakeholders, state and county agencies and the community in the redesign process to ensure their feedback is considered ahead of decision making. Initial route options focused on alignments that utilized 15th Avenue North or 19th Avenue North as connection points between CAPEX and 10WEST. Both connection options were deemed non-viable due to significant stakeholder opposition and high project risk considerations. Stakeholder and public outreach efforts have revealed concerns particularly related to:

- 15th Avenue: Concerns included property acquisition/condemnation (five homes impacted), bisection of a historic neighborhood, utility relocation, and impact on the Arizona Supreme Court fiber network.
- 19th Avenue: Concerns included impacts to businesses, legislative relations/accessibility to Capitol buildings, existing traffic congestion, and proximity to freight rail.

Given this feedback, in August 2025, Valley Metro and City staff began to identify three different CAPEX route options, that connected with 10WEST, for community and City Council consideration (**Option 1**). Additionally, a new option was suggested to re-evaluate high-capacity transit alternatives that may be more economical and efficient to provide transit service to West Phoenix (**Option 2**). This report discusses both options for consideration.

Project Options for Consideration

CAPEX to 10WEST LPA Route Options (**Option 1**)

City staff and Valley Metro considered alternatives based on stakeholder feedback, technical analysis, and financial forecasting. Three CAPEX route options emerged, each of them utilizing a double track on Jefferson Street to address cost and stakeholder concerns. The technical analysis used to identify the three route options were based on rating criteria including engineering, construction, project cost and timeline. These route options include 16th Avenue North, 16th Avenue South, and 7th Avenue North (**Attachment A**).

The three CAPEX route options each have a projected number of daily trips ranging from 2,300 to 2,400 based on the FTA Simplified Trips-on-Project Software (STOPS) Model used by Valley Metro. According to the Community and Economic Development Department, the routes display potential for job creation in the range of 10,800 to 14,700 and economic development in the range of \$3.2 billion to \$4.3 billion (**Attachment A**).

Financial modeling demonstrates all proposed alternatives could be viable under current federal funding assumptions, provided the project remains eligible to receive federal CIG funding. The FTA CIG Program is a competitive design and construction grant program. Projects are evaluated on defined justification criteria and local funding commitment; a City Council approved LPA is required to enter the next step of the CIG program, called the Engineering phase.

The FTA FY 2025-26 Annual Report on funding recommendations to Congress rated the CAPEX project with an overall project rating of “Medium-High”. Projects need at least a Medium to receive funding recommendations to advance to a full funding grant agreement (FFGA). It is important to note that while the CAPEX project is currently in the FTA CIG Project Development phase, federal funding is not guaranteed and has not been awarded or appropriated by Congress. The CAPEX project would be re-rated prior to entering a FFGA.

The new potential 16th Avenue North and 16th Avenue South route options generally scored better than the 7th Avenue North route option on project execution (engineering, operations, cost and project timeline). These 16th Avenue options allow for continuation in the FTA CIG Project Development phase and assume FTA concurrence with the required environmental evaluation or NEPA (National Environmental Policy Act). However, the 7th Avenue North option received the worst rating for having the longest or most challenging timeline because this route would require a pause in FTA Project Development and an entirely new NEPA process, which would delay the project. **Attachment B** provides the estimated project timeline for each of the options.

The total estimated costs for the CAPEX alternatives are provided in the table below. Cost estimates provided are based on assumptions, including Transportation 2050 (T2050) cashflow modeling that assumes continued sales tax growth and that FTA CIG funding is awarded by Congress. If any of the assumptions used were to change or not be realized, project viability may be at risk.

Estimated project costs for each CAPEX route option range between \$608 million to \$648 million, with federal, regional, and local sources identified. Project cost estimates for the 10West project are also provided in the table below and are subject to change.

Project Cost Estimates and Sources of Funds (in millions):

CAPEX Route Option	Miles	Federal CIG	Federal CMAQ	Regional Prop 400	T2050	Total Cost	Offset to 10WEST Cost
16th Ave North	1.3	\$237	\$3	\$76	\$292	\$608	(\$126)
16th Ave South	1.3	\$253	\$3	\$76	\$316	\$648	(\$82)
7th Ave North	1.2	\$241	\$3	\$76	\$298	\$618	(\$108)

Note: Federal CIG share is anticipated to be in the range of 39%-49%. Numbers above reflect a 39% CIG share. Cost estimates were developed in September 2025.

Project	Miles	Federal CIG	CMAQ	T2050	Total Cost
10West	10.1	\$1,274	\$100	\$1,326	\$2,700

Note: Project cost based on the adopted 2023 Regional Strategic Transportation Infrastructure Investment Plan. MAG is currently working to develop the Prop 479 Transit Life Cycle Program to update project costs.

Each of the options includes specific underlying assumptions that have been integrated into the attached project timeline (**Attachment B**). Furthermore, a series of required next steps have been identified for each route option if approved by City Council. These options exhibit varying levels of implementation requirements necessary to proceed. The next major steps for each route option are provided below and are not all inclusive.

16th Avenue North and South Options

- State law (ARS 41-791.02 Section K) requires:
 - “Before entering into any contract or agreement with a city or regional public transportation authority regarding the placement of a light rail station in the governmental mall, the director shall submit the contract or agreement to the joint legislative budget committee for approval. The committee shall approve

or reject the contract or agreement not more than one hundred twenty days after the submission.”

- FTA concurrence on environmental re-evaluation for NEPA
- 16 North option would require approval to purchase two State owned buildings from the Arizona Department of Administration.

7th Avenue North Option

- Valley Metro Board and Maricopa Association of Governments (MAG) approval of the 7th Avenue LPA route.
- Pause current FTA Project Development process and initiate a new NEPA evaluation.

Over the last few years, scrutiny about the CAPEX project has intensified. Some of the most frequently cited concerns include cost per mile, ridership potential, business and neighborhood disruption and/or displacement, and stakeholder uncertainty, particularly with the State of Arizona. Construction costs (labor and materials) have dramatically increased in recent years, in metro Phoenix and nationally. This is particularly evident in the cost per mile. The last two light rail extensions in Phoenix (Northwest Extension Phase II and South Central Extension/Downtown Hub) had an average cost of approximately \$250M per mile whereas the three CAPEX route options (16th Ave. North, 16th Ave. South and 7th Ave. North) are estimated to cost approximately \$468M - \$498M per mile depending on which option is selected. The construction industry has seen steep inflation during and following the COVID-19 pandemic. Maricopa County's construction price growth has outpaced national averages, being one of the fastest growing regions in the nation. Valley Metro and City of Phoenix are evaluating new and different ways to contain costs and be innovative with materials, contracting methods and acceleration opportunities.

Re-evaluate Alternatives to Provide Transit Service to West Phoenix (Option 2)

Due to the identified CAPEX challenges, it was suggested by the City Manager that if the City Council decide not to identify a new CAPEX LPA route an option could be to work with partner agencies including Valley Metro, Arizona Department of Transportation and MAG to evaluate more economical and effective high-capacity transit alternatives to provide service to West Phoenix. This option would require notification to the FTA to formally exit CIG Project Development.

If this option were chosen by City Council, staff would work with partner agencies to develop a comprehensive re-evaluation work plan that incorporates the following steps:

- Develop scope for re-evaluation of high-capacity transit investment options to provide transit services to West Phoenix.
- Develop a timeline and associated cost, which may require execution of a new funding agreement.
- Coordinate with FTA and regional partners to evaluate options and funding opportunities.
- CTC and City Council approval of proposed implementation plan.
- Community and stakeholder engagement on implementation plan.

Staff would plan to provide an update to the CTC and City Council on the comprehensive re-evaluation work plan and next steps by Fall 2026 followed by community and stakeholder engagement.

Policy Direction

City staff and Valley Metro request policy direction and action to either adopt **Option 1** or **Option 2** ahead of the FTA CIG Project Development extension expiration in April 2026.

A summary of each option with pros and cons is provided below.

Option 1: Selection of a new CAPEX LPA route (16th Ave. North, 16th Ave. South or 7th Ave. North)

Pros

- Maintains progress in federal funding process.
- Serves as first phase of a light rail extension to West Phoenix, creating a funding offset for the 10WEST project.
- Keeps the CAPEX project on track to utilize Prop 400 and T2050 funds as planned.
- Leverages existing analysis, outreach and procurements completed and/or underway.

Cons

- Requires a definitive decision on alignment (e.g., 16th Ave. North, 16th Ave. South or 7th Ave. North) despite any stakeholder concerns and/or challenges.
- The project could face a substantial risk if a NEPA extension is required or the inability to complete the Federal CIG application process within the established timeframe.
- Utilizes a significant amount of T2050 funds that could be used on other high-capacity transit projects.

Option 2: Consideration of other alternatives to provide high-capacity transit options to West Phoenix with or without the CAPEX extension. This would happen outside of the current federal funding timeline constraints. Formal communication will be required to inform the FTA that the City intends to shift focus to other alternatives.

Pros

- Provides additional time to evaluate and study alternatives without the immediate pressure of the April 2026 FTA CIG Project Development deadline.
- Allows staff and partner agencies to vet alternatives and re-connect with the community, potentially identifying more economical high-capacity transit alternatives.

Cons

- Forfeits current eligibility for federal CIG funding, which is essential to the current financial structure.
- May result in delays providing high-capacity transit service to West Phoenix.
- Requires a major update and communication to all funding partners and community stakeholders regarding project timelines and funding reallocation.

Community and Stakeholder Engagement and Feedback

Community and stakeholder input is essential to decision-making on either **Option 1** or **Option 2**. Valley Metro and staff have consistently conducted community engagement to

gather feedback throughout the project development and preliminary design stages. Building upon this foundation, a more focused outreach effort to inform stakeholders and the community of the two options to be considered by City Council commenced the week of November 10. Outreach and advertising have consisted of in-person and virtual public meetings, also hosted by Council offices, pop-up events at local business and community locations, canvassing, notification to businesses and residents along the potential routes, mailers, flyers, social media posts, media engagement and distribution of feedback forms asking for input on the two options. This effort will continue through January 2026. Below is the most recent update on community engagement.

- 434 feedback forms received
 - 82% favor moving forward with CAPEX (**Option 1**)
 - 18% favor re-evaluation (**Option 2**)
- Via the following methods:
 - Four public meetings with 200+ attendees
 - 24 media stories in print and broadcast
 - 1:1 stakeholder engagement
 - Social media posts generating 112,000 impressions
 - Email communication to 2,000+ subscribers
 - Print flyer distribution to local neighborhood groups, events and at light rail stations.

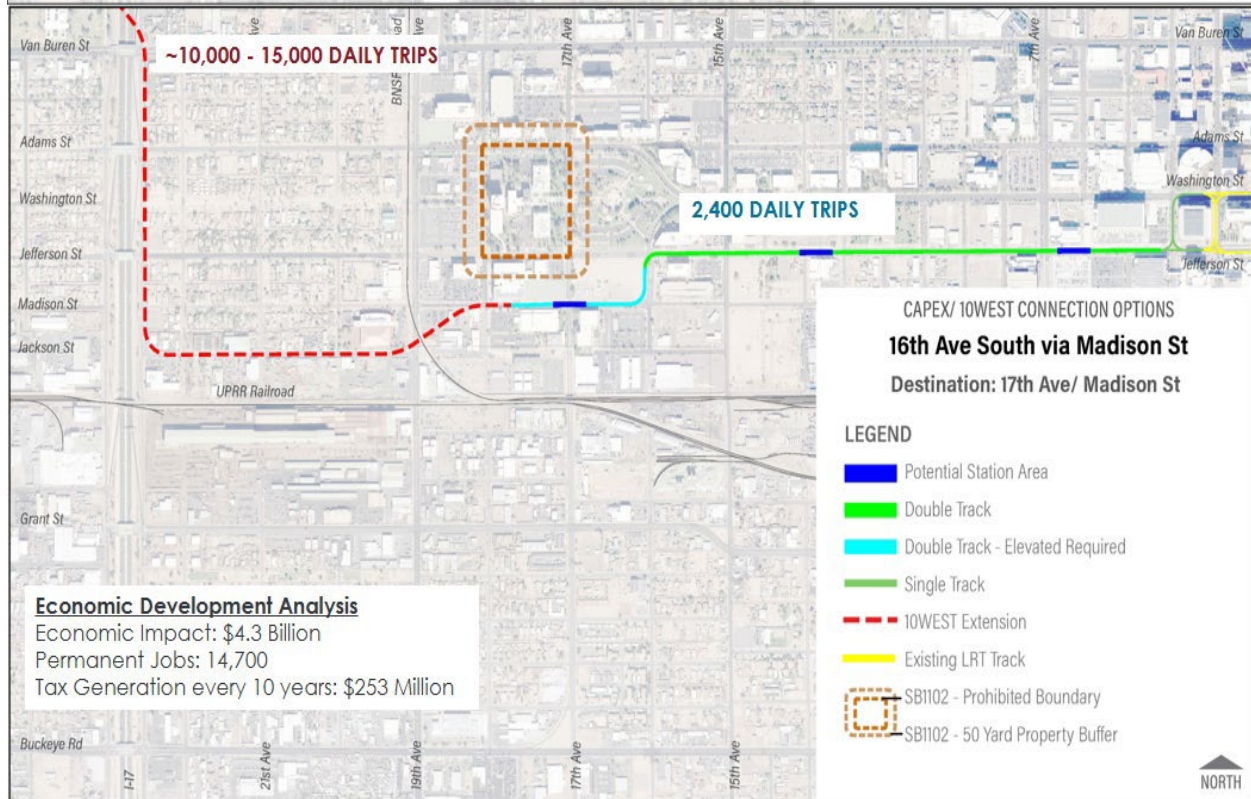
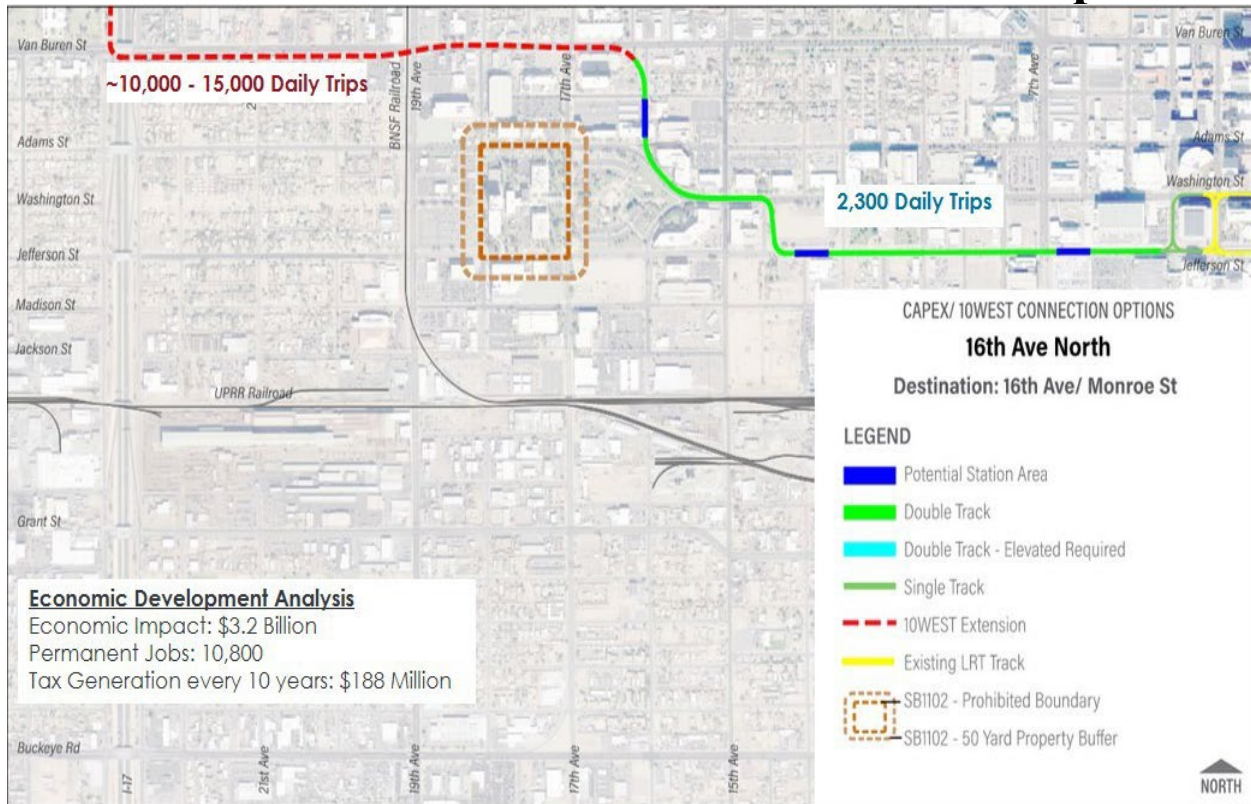
Next Steps

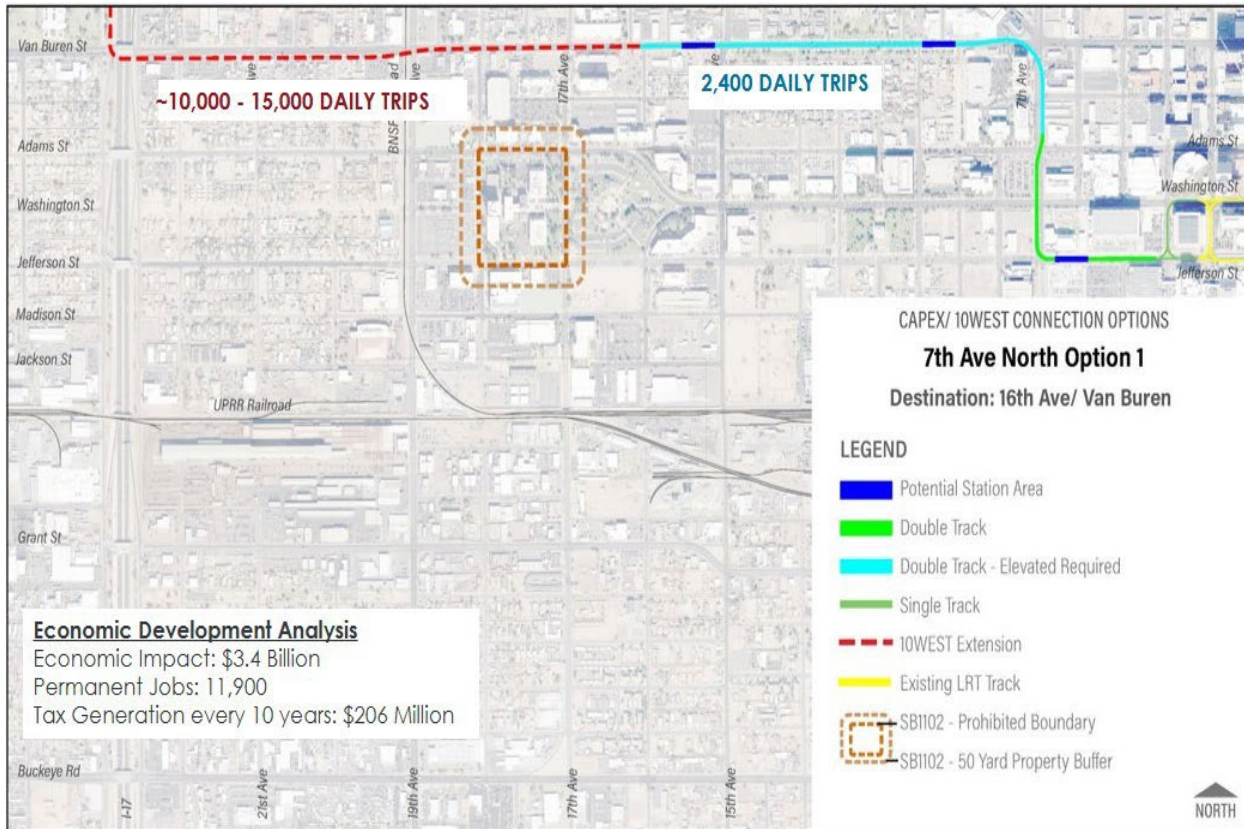
This item will be considered by the Transportation, Infrastructure, and Planning Subcommittee on December 17, 2025, with City Council consideration and action scheduled for January 27, 2026.

Request for Action

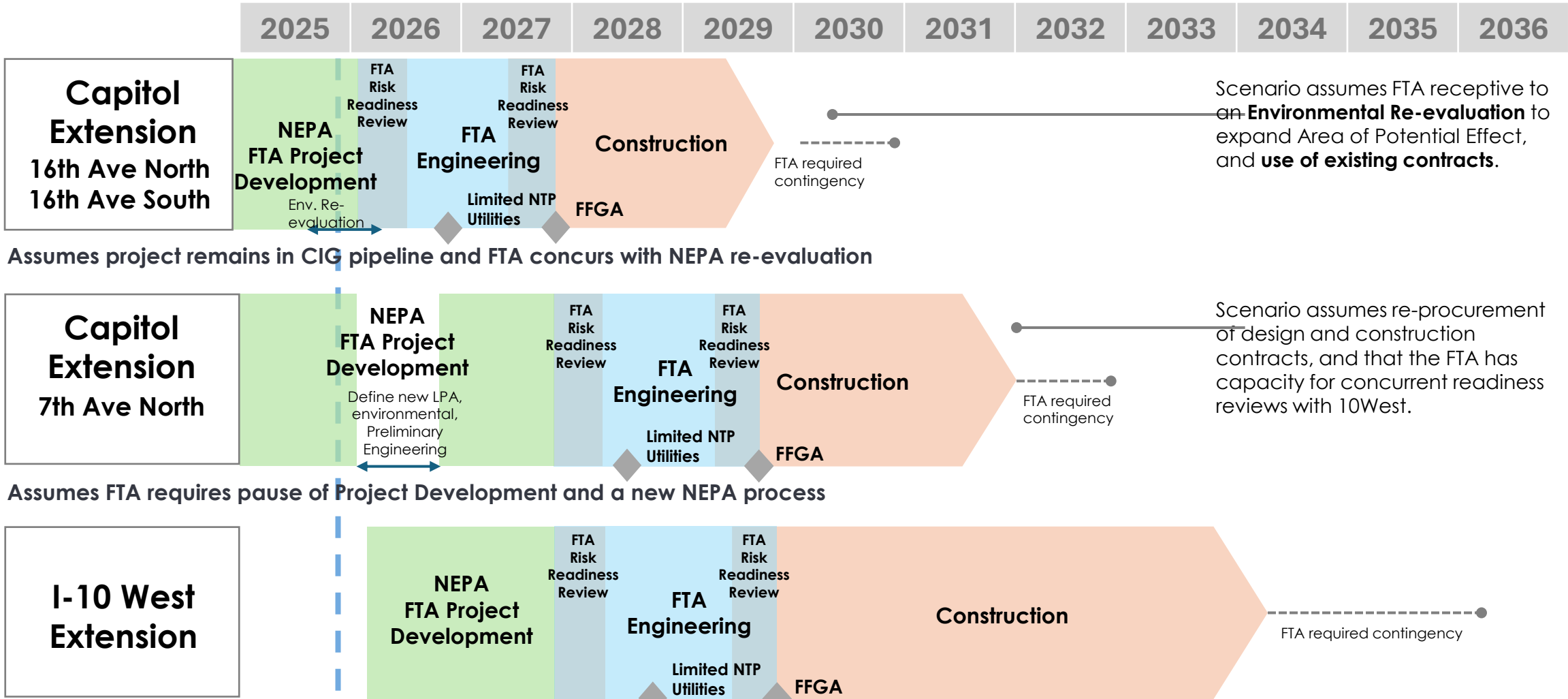
Staff respectfully request a recommendation to City Council on whether to select a new CAPEX LPA route option and continue within the FTA's CIG Project Development program (**Option 1**) or re-evaluate other high-capacity transit alternatives to serve West Phoenix (**Option 2**).

Attachment A – Route Alternatives Maps





Schedule Scenarios for Capitol Extension and I-10 West Extension



Assumes project remains in CIG pipeline and FTA concurs with NEPA re-evaluation

Scenario assumes FTA receptive to an **Environmental Re-evaluation** to expand Area of Potential Effect, and **use of existing contracts**.

Assumes FTA requires pause of Project Development and a new NEPA process

Scenario assumes re-procurement of design and construction contracts, and that the FTA has capacity for concurrent readiness reviews with 10West.

I-10West is in the RSTIIP for 2031-2034

Estimated schedules **are subject to change**. Numerous factors — including federal review timelines, federal government shutdowns, supply chain conditions, political developments, and legal challenges — may affect actual schedules.

CAPEX and 10WEST Light Rail Projects Update

Citizens Transportation Commission
December 4, 2025



Voter approved
PHX
T2050

Agenda

1. Options for Consideration
2. Project Significance and History
3. CAPEX Route Alternatives and Analysis
4. Financial Considerations
5. Community Engagement
6. Action Requested



Phoenix City Council will decide to either:

Adopt an updated CAPEX route OPTION 1

- CAPEX remains in FTA Capital Investment Grant (CIG) program.
- Submit to Engineering, next phase of CIG, by spring 2026 deadline.

Re-evaluate high-capacity transit options OPTION 2

- Comprehensive work plan to evaluate other economical and effective options for West Phoenix.
- Notify FTA of decision to re-evaluate alternatives for future investment.



Project Significance & History



Voter approved

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Mobility & Development

- Light rail ridership up 14%
 - South Phoenix ridership exceeds projection
 - CAPEX estimated to serve 2,300+ daily riders
- Creates ROI, attracts development
 - 5:1 return on investment
 - \$20B in neighboring investment
 - \$12B in Phoenix
 - Adding housing, employment, tax revenue

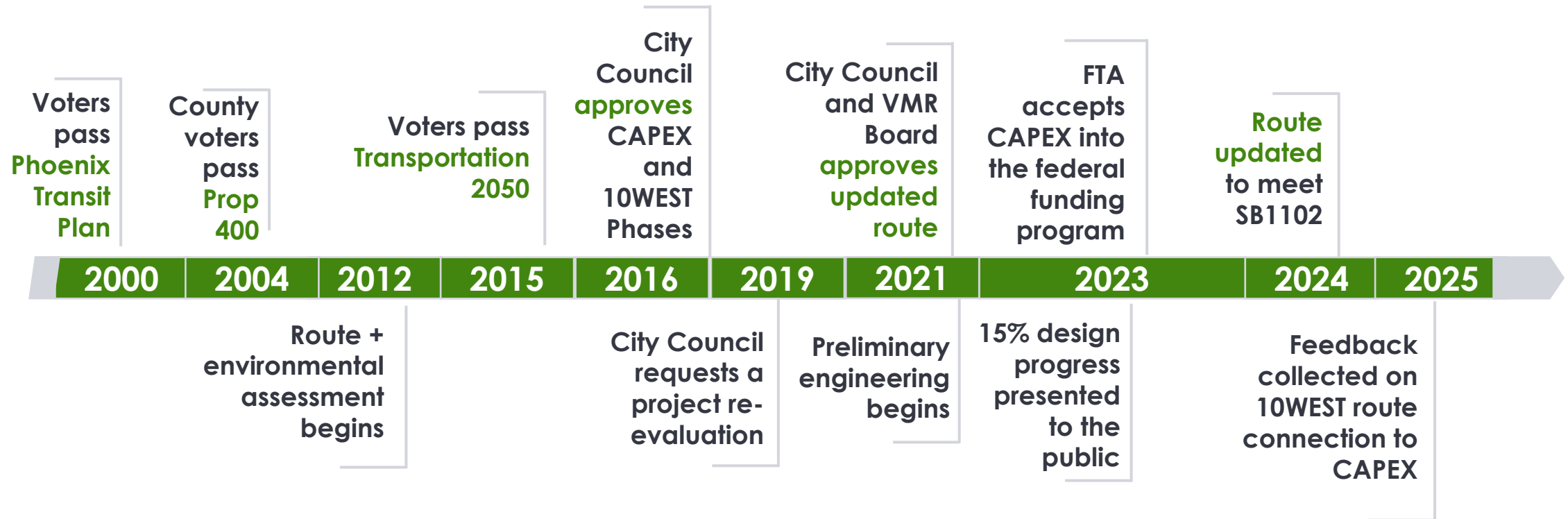


Federal Outlook

- Established track record & partnership with FTA
 - Five CIG-funded rail expansions delivered ahead of schedule & on/below budget
- CAPEX in federal funding process
 - Strong project rating and coordination
- Federal funding is not guaranteed and has not been awarded

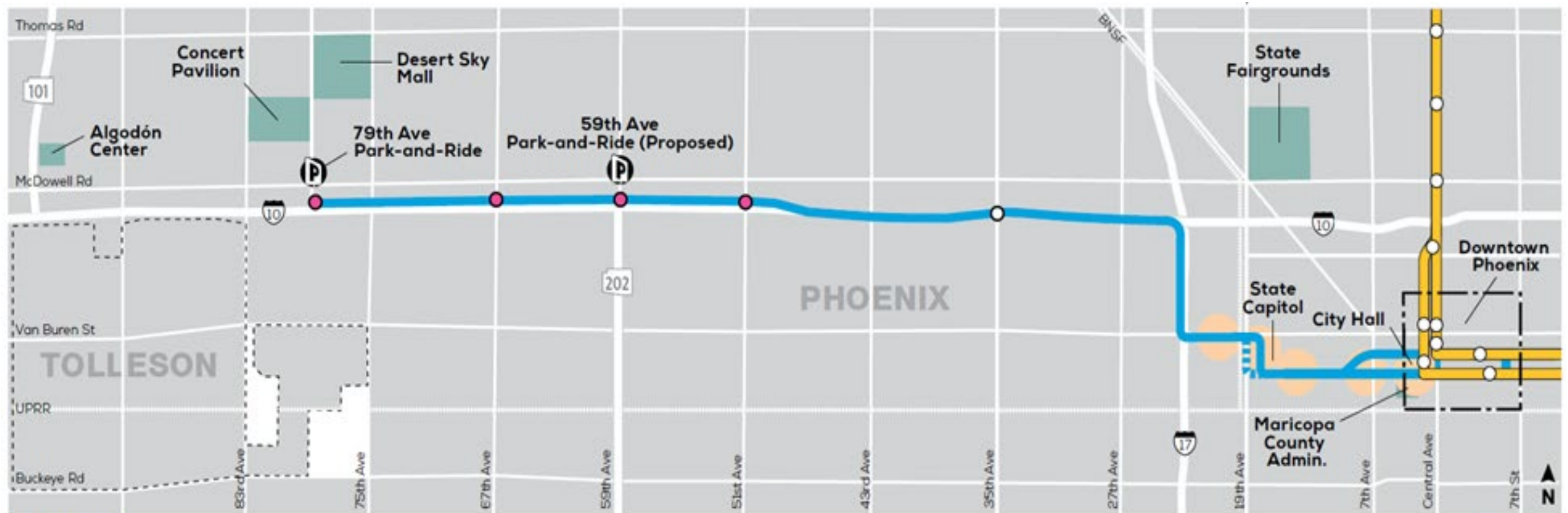


CAPEX and 10WEST Timeline



Note: Complete project history is available at valleymetro.org/CAPEX

Phoenix West Extension LPA (2012)



LEGEND

- | | | |
|-----------------------------|-------------------------|--------------------------------|
| Valley Metro Rail / Station | Station Target Area | Activity Center |
| Approved Route | Median Station Site | City of Tolleson |
| 19th Avenue Design Option | North Side Station Site | Unincorporated Maricopa County |
| Park-and-Ride | | |

Stakeholder Engagement

PROJECT RE-EVALUATION (2020- 2021)



~80%

support extending service to Desert Sky Transit Center



~75%

support light rail as the preferred mode

Capitol Extension (CAPEX) LPA (2021)



LEGEND

- | | | | |
|-------------------|--------------------------------------|-------------------|------------------------------------|
| Valley Metro Rail | South Central Extension/Downtown Hub | Capitol Extension | I-10 West Extension |
| Existing Station | South Central Station Platforms | Station Area | South Central Special Use Platform |

I-10 West (10WEST) LPA (2021)



LEGEND

—○— I-10 West Extension/Station

■■■■ Capitol Extension

(P) Existing Park-and-Ride

(P) Proposed Park-and-Ride

■■■■ Recommended extension to Desert Sky Transit Center

● Station Target Areas

SB1102 Geographic Restriction (2023)



LEGEND

Valley Metro Rail
○ Existing Station

South Central Extension/Downtown Hub
● South Central Station Platforms

Capitol Extension
Station Area

I-10 West Extension
● South Central Special Use Platform



SB1102 Boundary

Shortened CAPEX Alignment (2024)



LEGEND

- Capitol Extension
- Valley Metro Rail
- South Central Extension/ Downtown Hub
- South Central Special Use Platform
- Capitol Extension Station
- Existing Station
- South Central Station
- SB1102 Boundary

10WEST Connection Alternatives (Summer 2025)



LEGEND

● Capitol Extension (CAPEX) / Station

■ 10WEST / CAPEX Connection Options

● South Central Special Use Platform

■ I-10 West (10WEST) Extension

■ South Central Extension / Downtown Hub

○ Valley Metro Rail / Station

□ SB1102 Boundary

CAPEX Route Alternatives & Analysis



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16th Ave North



LEGEND | LEYENDA



16th Ave North
Avenida 16 Norte

Future I-10 West
Light Rail Extension
Extensión Futura Oeste de la I-10



Potential Station Location
Ubicación Potencial de Estación



Valley Metro Rail - A Line
Tren ligero de Valley Metro - Línea A



Valley Metro Rail - B Line
Tren ligero de Valley Metro - Línea B

16th Ave South



LEGEND | LEYENDA

- | | | |
|--|--|--|
|  16th Ave South
<i>Avenida 16 Sur</i> |  Potential Station Location
<i>Ubicación Potencial de Estación</i> |  Valley Metro Rail - A Line
<i>Tren ligero de Valley Metro - Línea A</i> |
|  Future I-10 West
Light Rail Extension
<i>Extensión Futura Oeste de la I-10</i> | |  Valley Metro Rail - B Line
<i>Tren ligero de Valley Metro - Línea B</i> |

7th Ave North



LEGEND | LEYENDA



7th Ave North
Avenida 7 Norte



Potential Station Location
Ubicación Potencial de Estación



Valley Metro Rail - A Line
Tren ligero de Valley Metro - Línea A



Future I-10 West
Light Rail Extension
Extensión Futura Oeste de la I-10



Valley Metro Rail - B Line
Tren ligero de Valley Metro - Línea B

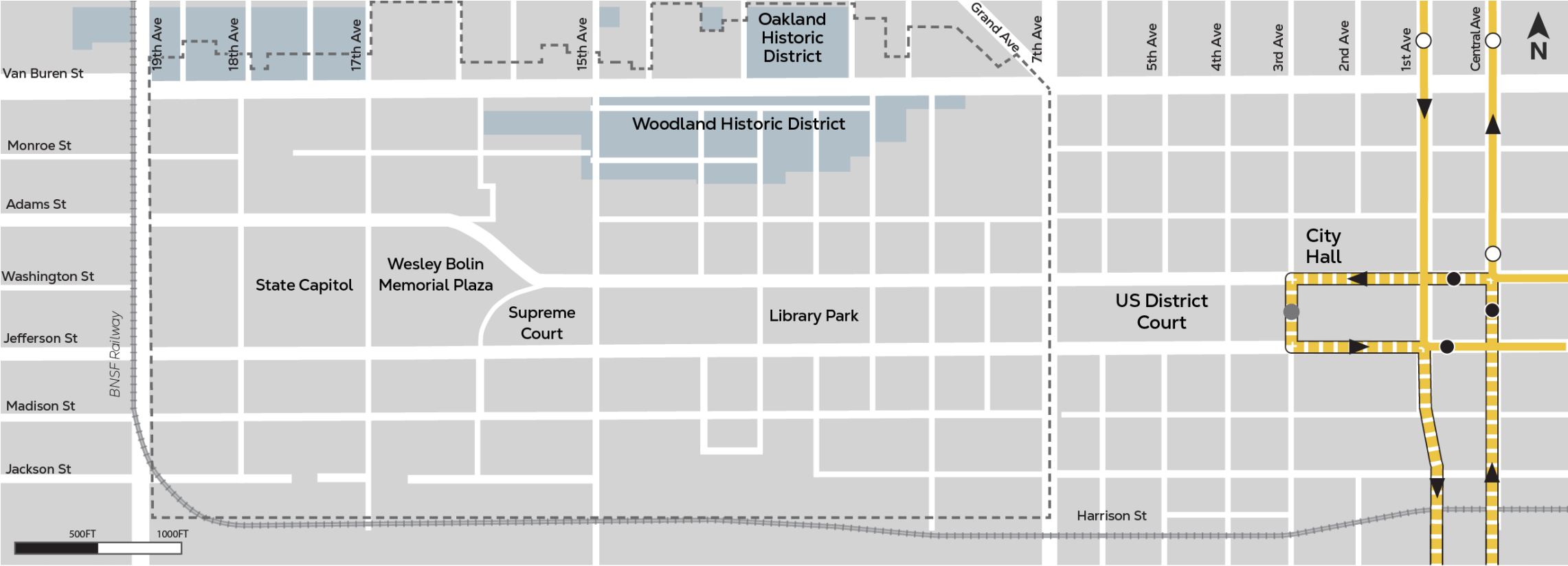
Option 1

16th Ave. North
16th Ave. South or
7th Ave. North

Next Steps

- NEPA (or environmental) re-evaluation for 16th Ave. North and 16th Ave. South.
 - State law (ARS 47-791.02) requires *the Joint Legislative Budget Committee to view and decide on any agreements between the City and ADOA on the placement of proposed light rail stations in the Government Mall.*
- New NEPA review for 7th Ave. North.
- Advance to FTA's CIG Engineering Phase.
- Complete design; bid construction work.

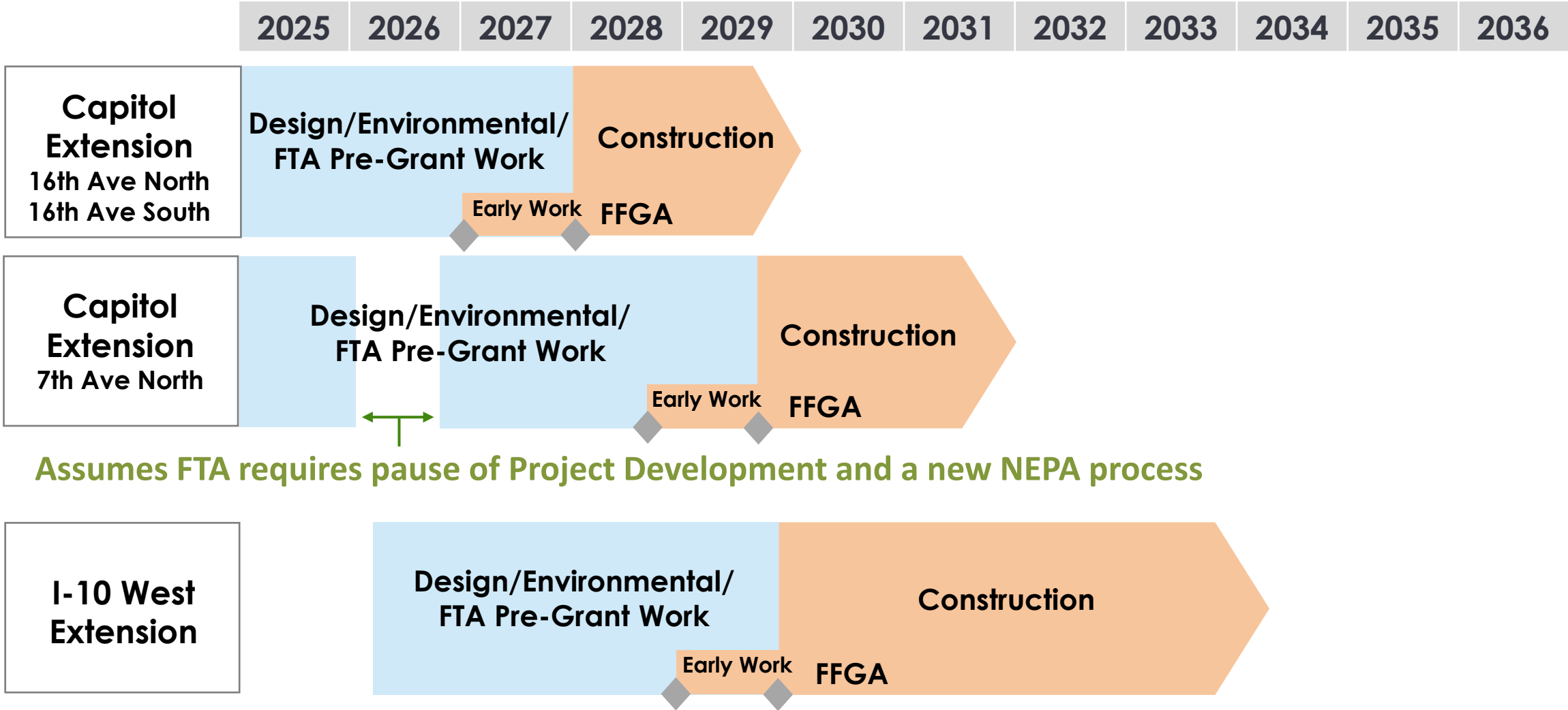
Arizona Capitol Mall Area



LEGEND

- Valley Metro Rail
- South Central Extension/
Downtown Hub
- South Central Special
Use Platform
- Existing Station
- South Central Station
- Arizona Capitol Mall Area

Schedule Scenarios for CAPEX & 10WEST



Financial Considerations



Voter approved

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Cost Considerations

- Cost per mile has increased
 - \$250M per mile pre-pandemic vs. \$498M per mile for CAPEX project
 - \$292M per mile for CAPEX and 10West projects
 - Post-pandemic & market escalation
 - Maricopa County outpacing national average
 - Project specific cost drivers
- Aggressively pursuing cost optimization & value engineering

Construction Trends



Market Activity

Metro Phoenix area ranked 4th for new home construction in 2024



Materials Demand

Arizona has seen the 8th largest increase for aggregate prices since 2019



Labor Increase

Average wage in FY24 increased by 35% since FY20 in the region

Project Cost Estimates and Sources of Funds

(Note: In millions)

CAPEX Route Option	Miles	Federal CIG	Federal CMAQ	Regional Prop 400	T2050	Total Cost	Offset to 10WEST Cost
16th Ave North	1.3	\$237	\$3	\$76	\$292	\$608	(\$126)
16th Ave South	1.3	\$253	\$3	\$76	\$316	\$648	(\$82)
7th Ave North	1.2	\$241	\$3	\$76	\$298	\$618	(\$108)

Note: Federal CIG share is anticipated to be in the range of 39%-49%. Numbers above reflect a conservative forecast of 39% CIG share. Cost estimates were developed in September 2025.

Route	Miles	Federal CIG	Federal CMAQ	T2050	Total Cost
10West	10.1	\$1,274	\$100	\$1,326	\$2,700

Note: Project cost based on the adopted 2023 Regional Strategic Transportation Infrastructure Investment Plan. MAG is currently working to develop the Prop 479 Transit Life Cycle Program to update project costs.

Program Financial Analysis

- Federal funding:
 - Federal funding, most likely through a Capital Investment Grant (CIG), is necessary for project viability.
 - Federal funding is not guaranteed until a final grant agreement is awarded.



Program Financial Analysis

- Local T2050 financial capacity
 - Based on forecast assumptions, including continued sales tax growth:
 - T2050 funds can support the local portion of the proposed alignments.
- If federal funding is not obtained:
 - Insufficient capacity in the T2050 Program to cover the entire cost of the CAPEX and 10West projects.



Option 2

Re-evaluate high-capacity transit options to serve West Phoenix

Option 2

Re-evaluation of high- capacity transit options to serve West Phoenix

- Provides City Council flexibility to consider other economical and effective alternatives to the current CAPEX alignment options.
- This re-evaluation may proceed with or without the CAPEX extension in its current form.
- This would happen outside of the current Federal funding timeline constraints.

Option 2

Re-evaluation of high- capacity transit to serve West Phoenix

Next Steps

- Notify the FTA of the City's intent to pursue other alternatives.
- Develop a comprehensive work plan and public engagement strategy for re-evaluation of high-capacity transit investment.
- Develop timeline and cost; may require a funding agreement.
- Council approval for implementation plan.

Community Engagement



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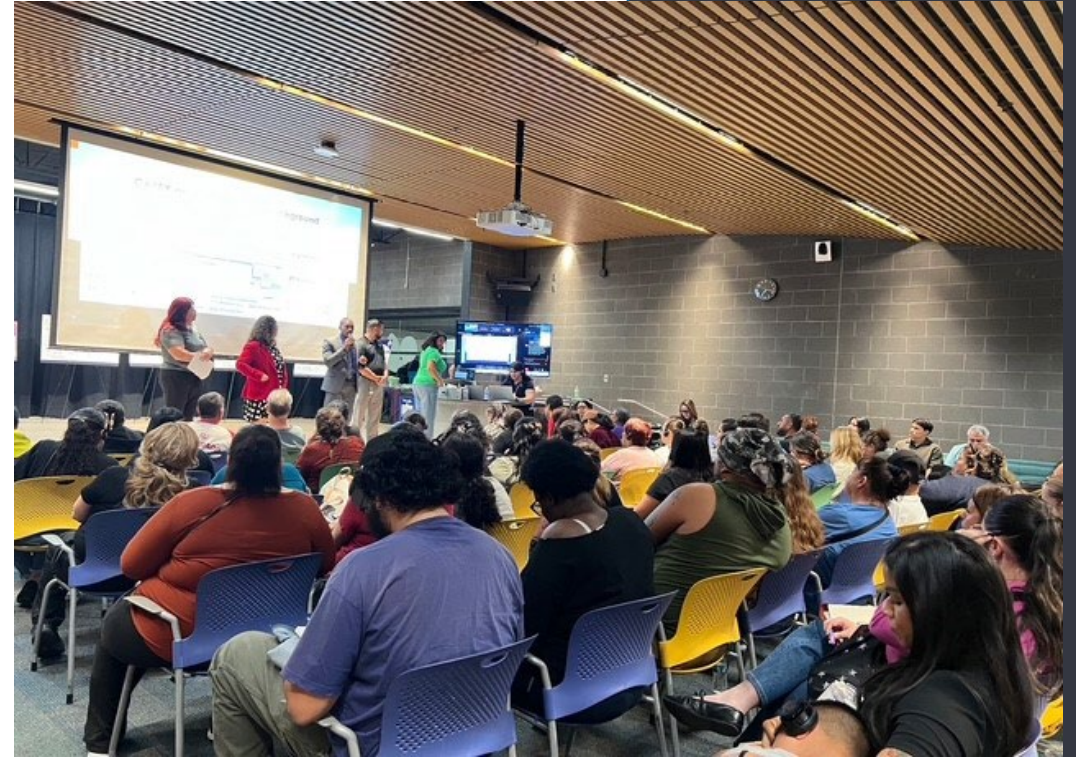
Community Engagement

Fall 2025 Design Update

Outreach Tools

- Feedback form
- Project webpage
- 27,000+ general mailer
- 350 certified letter
- News release & media outreach
- Social media posts
- Email list of 2,000+ subscribers

All materials produced in English & Spanish



Voter approved



Community Engagement

Fall 2025 Design Update

Outreach Activity

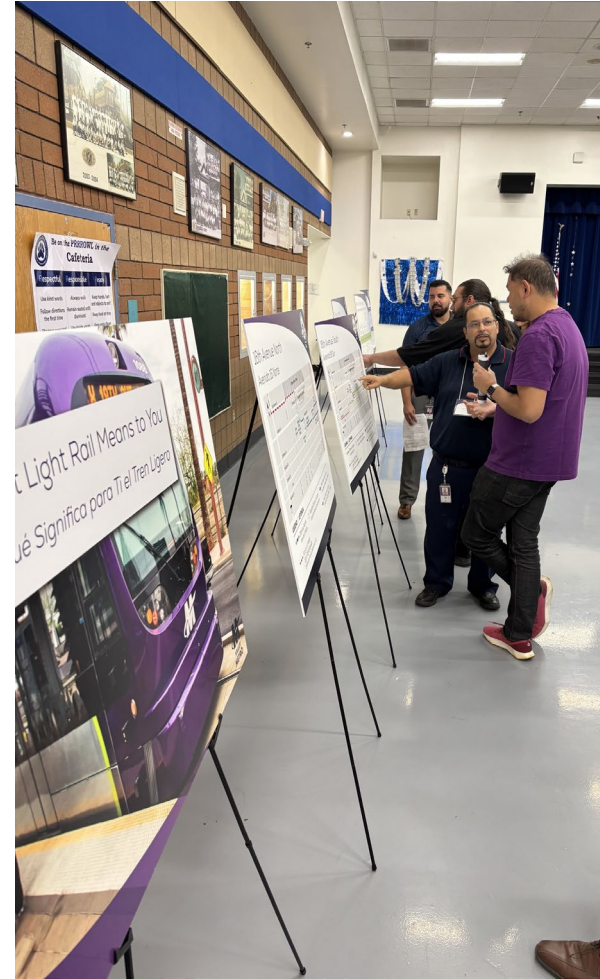
- Public meetings
 - 4 held to date
 - 5 additional meetings planned
- Flyers posted at 40+ light rail stations
- Pop-up events – 7+ locations scheduled
- Key stakeholder meetings
- Canvassing



Voter approved
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T2050

CAPEX Engagement Results November 10 – 19

- 200+ in-person and online attendees at public meetings
- 2,000 total webpage visitors
 - 6,000 total page views
- 400+ feedback forms submitted
- 24+ news media stories in print and broadcast
- 112,000 social media impressions



CAPEX Feedback Summary

434 feedback forms submitted (as of 11/19/2025)

Question 1: Move forward with CAPEX or reevaluate

- 82% favor CAPEX moving forward
- 18% favor re-evaluation of mass transit options

Question 2: Route Preferences

- 16th Ave. North – 47% favorability
- 16th Ave. South – 38% favorability
- 7th Ave. North – 14% favorability



Action Requested

Option 1 or Option 2



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T2050

Selection of a new CAPEX Locally Preferred Alternative route

16th Ave. North
16th Ave. South
7th Ave. North

Option 1

Pros

- Maintains current progress in federal funding process
- Creates funding offset to help build 10WEST
- Keeps the project on track to utilize Prop 400 and T2050 funds as planned

Cons

- Requires a definitive decision on alignment despite stakeholder concerns and challenges
- Timeline for completion of FTA CIG application within the deadline is challenging
- Utilizes a significant amount of T2050 funds that could be used on other effective high-capacity projects

Consideration of other high-capacity transit alternatives to serve West Phoenix

Option 2

Pros

- Provides additional time to re-evaluate without the pressure of the April 2026 deadline
- Work with partner agencies to identify alternatives that may be more economical and effective

Cons

- Forfeits current progress in the federal funding process
- May result in delays providing transit service to West Phoenix
- Requires a major update to funding partners regarding T2050 project timelines and funding reallocation

Phoenix City Council will decide to either:

Adopt an updated CAPEX route OPTION 1

- CAPEX remains in FTA Capital Investment Grant (CIG) program.
- Submit to Engineering, next phase of CIG, by spring 2026 deadline.

Re-evaluate high-capacity transit options OPTION 2

- Comprehensive work plan to evaluate other economical and effective options for West Phoenix.
- Notify FTA of decision to re-evaluate alternatives for future investment.



Questions?



Voter approved

PHX
T2050

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	Sept-25	Sept-24	% Change Year over Year
Bus and Rail	3,673,430	3,155,377	14.1%
Bus	2,466,028	2,155,954	12.5%
Light Rail	1,207,402	999,423	17.2%

PHOENIX RIDERSHIP

Total Monthly Boardings	Sept-25	Sept-24	% Change Year over Year
Bus and Rail	2,345,907	1,856,075	26.4%
Bus	1,583,034	1,299,831	21.79%
Light Rail	762,873	556,244	37.15%
Dial-a-Ride	27,837	26,829	3.75%

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

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	Oct-25	Oct-24	% Change Year over Year
Bus and Rail	3,736,881	3,504,267	6.6%
Bus	2,611,856	2,504,056	4.3%
Light Rail	1,125,025	1,000,211	12.5%

PHOENIX RIDERSHIP

Total Monthly Boardings	Oct-25	Oct-24	% Change Year over Year
Bus and Rail	2,444,594	2,126,409	15.0%
Bus	1,736,608	1,573,040	10.4%
Light Rail	762,873	553,369	27.94%
Dial-a-Ride	29,735	29,010	2.5%

Recommendation

This report is for information only.

CITIZENS TRANSPORTATION COMMISSION

TO: Amber Williamson
Deputy City Manager

Jesús Sapien
Public Transit Director

FROM: Briiana Velez
Street Transportation Director

Markus Coleman
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, December 10 at 5 p.m.
City Council Chambers, 200 W. Jefferson St.
[Department calendar and meeting information](#)