

# City of Phoenix

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



**City of Phoenix**

## **Agenda**

**Wednesday, December 17, 2025**

**10:00 AM**

**City Council Chambers**

### **Transportation, Infrastructure, and Planning Subcommittee**

*Councilwoman Debra Stark, Chair  
Councilman Jim Waring  
Councilwoman 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/onstage/g.php?MTID=e535f490e22a0b13690fe9c23e897bcc1>

- 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 2555 215 0933#. 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 2555 215 0933#). 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 | <b>Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting</b> | Page 6 |
|---|---|--------|

*Attachments*

[Attachment A - Nov. 19, 2025 TIP Minutes](#)

### **CONSENT ACTION (ITEMS 2-5)**

- |   |  |         |
|---|--|---------|
| 2 | <b>New Cargo Facility Lease Alvest Equipment Services (USA) LLC at Phoenix Sky Harbor International Airport - District 8</b>     | Page 11 |
| 3 | <b>Executive Hangar Lease Agreement with Jackson Jet Center, LLC at Phoenix Sky Harbor International Airport - District 8</b>    | Page 13 |
| 4 | <b>Taxicab Services at Phoenix Sky Harbor International Airport Contract - Request for Award - District 8</b>                    | Page 15 |
| 5 | <b>Phoenix Main Line Transit Oriented Development Contract - Request for Award - RFP PTD25-004 - Districts 3, 4, 5, 6, and 8</b> | Page 17 |

### **INFORMATION ONLY (ITEM 6)**

- |   |  |         |
|---|--|---------|
| 6 | <b>Freeway Program Update - Citywide</b> | Page 19 |
|---|--|---------|

### **DISCUSSION AND POSSIBLE ACTION (ITEM 7)**

**7 Capitol Extension and I-10 West Light Rail Project Update and  
Options - Districts 4, 5, and 7**

Page 23

*Attachments*

[Attachment A – Route Alternatives Maps.pdf](#)

[Attachment B - CAPEX 10West Timeline.pdf](#)

[Attachment C - Project Cost.pdf](#)

[Attachment D - Summary minutes CTC Dec 4.pdf](#)

**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  
Councilwoman Kesha Hodge Washington  
Councilman Kevin Robinson



City of Phoenix

## Transportation, Infrastructure, and Planning Subcommittee

### Report

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**Agenda Date: 12/17/2025, Item No. 1**

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### **Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting**

This item transmits the minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting on November 19, 2025 for review, correction, or approval by the Transportation, Infrastructure, and Planning 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  
November 19, 2025**

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

**Subcommittee Members Present**

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

**Subcommittee Members Absent**

**CALL TO ORDER**

Chairwoman Stark called the Transportation, Infrastructure, and Planning (TIP) Subcommittee meeting to order at 10:00 a.m. with Councilmembers Kevin Robinson, Kesha Hodge Washington, and Jim Waring present. Councilwoman Hodge Washington attended the meeting virtually.

**CALL TO THE PUBLIC**

None.

**MINUTES OF MEETINGS**

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

Councilman Robinson made a motion to approve the minutes of the October 15, 2025, Transportation, Infrastructure, and Planning Subcommittee meeting. Councilman Waring 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.

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

**2. New Facility Lease Agreement with AGI Ground, Inc. At Phoenix Sky Harbor International Airport**

**3. Access Agreement with Honeywell International, Inc. For Groundwater and Soil Vapor Well Monitoring at Phoenix Sky Harbor International Airport**

**4. Request to Issue Airport Advertising Revenue Contract Solicitation**

**5. Designated Aviation Channeling Services Award Recommendation**

**6. Recommendation for Approval of Phil Gordon Threatened Building Grant – Coronado Historic District**

**7. Recommendation for Approval of Phil Gordon Threatened Building Grant – Dr. J. Eugene and R. Thomasena Grisby House**

**INFORMATION AND DISCUSSION (ITEM 8)**

**8. 2025 Planning and Development Process Improvements Update**

Planning and Development Department Director Joshua Bednarek presented this item.

Director Bednarek gave an overview on Planning and Development Department (PDD) operations, turnaround times, process improvements, and budget. Director Bednarek highlighted that customer service surveys and listening sessions have been conducted to ensure community engagement.

**DISCUSSION AND POSSIBLE ACTION (ITEM 9-10)**

**9. Approval of Planning and Development and Fire Prevention User Fee Increases (Phoenix City Code, Chapter 9 and Chapter 15)**

Planning and Development Department Director Joshua Bednarek, Assistant Planning and Development Department Director Adam Miller, and Executive Assistant Fire Chief Tim Kreis presented this item.

Mr. Miller gave an overview of existing user fees, new user fees being proposed, and existing program fees for PDD and the Fire Department.

Chief Kreis highlighted the partnership between PDD and the Fire Department, including joint work on code adoption, building inspections, and building plan reviews.

Mr. Miller presented the department's recommended user fee increase and shared a fee comparison compared to other local Arizona cities.

Chief Kreis presented information on the Special Hazards Unit (SHU) fee, which was last increased in 2003. Chief Kreis also shared information on fire code.

Mr. Miller highlighted community engagement listening sessions that were held to gather input from the community.

John Baumer spoke in support of the fees to increase service levels and staffing levels, for better coordination and more frequent inspections by the City of Phoenix.



Chairwoman Stark thanked John Baumer for expressing support for the fee increase. Chairwoman Stark highlighted conversations she has had with developers in the community and emphasized the importance of continues improvement and ensuring the City continues to deliver high-quality service.

Councilman Robinson made a motion to approve the item. Councilman Waring seconded the motion which passed unanimously, 4-0.

## **10. Five-Year Plan High-Visibility Crosswalks Markings and Stop Bars**

Street Transportation Director Briiana Velez and Assistant Street Transportation Director Matthew Wilson presented this item.

Director Velez shared information on high visibility crosswalk designs.

Assistant Director Matthew Wilson presented on various categories of roadways and provided a crosswalk inventory overview. Mr. Wilson also presented on their peer city survey on high visibility crosswalks and stop bars. Mr. Wilson presented four options for implementing high visibility crosswalks in Phoenix.

Director Velez recommended Option 3, a seven-year implementation plan for high-visibility crosswalks. This plan includes establishing a new citywide standard to install stop bars at all signalized and stop-controlled intersections that include crosswalks, and to install high-visibility crosswalks at all unsignalized crosswalks and select signalized intersections when replaced.

Councilman Waring asked why thermoplastic is used for striping streets.

Director Velez explained that thermoplastic is needed due to high traffic volume and its better durability, whereas paint would only last around six months.

Councilman Waring asked for information on street striping options other than thermoplastic.

Director Velez shared that the department is considering various options and shared that thermoplastic has been used for many decades.

Councilman Waring asked for staff to gather information on alternative street striping options.

Chairwoman Stark mentioned that she has discussed the creation of an organization for streets similar to Friends of Transit, Friends of the Airport, or Parks Foundation, with the Mayor's Office.

Nicole Rodriguez expressed appreciation for the staff's work on this presentation. She asked staff to consider using T2050 funds in addition to Vision Zero funding as well as

other funds. She expressed support for considering other street striping options for the local and collector roadways. She stated that she is in support of option 3.

Chairwoman Stark expressed the need for further discussion on street design.

Councilwoman Hodge Washington acknowledged community members who advocate for safer streets, expressed appreciation to staff for their research and presentation, and stated her support for option 3.

Councilman Robinson made a motion to approve the item. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

### **CALL TO THE PUBLIC**

Jerry Van Gasse expressed concerns regarding the prolonged closure of Camelback Mountain trails following storm damage in early October, and noted the limited information provided in a recent press release.

### **FUTURE AGENDA ITEMS**

None.

### **ADJOURNMENT**

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

Respectfully submitted,

Cecilia Alcantar-Chavez  
Management Fellow



Report

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Agenda Date: 12/17/2025, Item No. 2

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**New Cargo Facility Lease Alvest Equipment Services (USA) LLC at Phoenix Sky Harbor International Airport - District 8**

This report requests the Transportation, Infrastructure, and Planning Subcommittee to recommend City Council approval to enter into a new cargo facility lease agreement with Alvest Equipment Services (USA) LLC for approximately 1,920 square feet of space in West Cargo Complex Building A at Phoenix Sky Harbor International Airport (PHX).

**THIS ITEM IS FOR CONSENT ACTION.**

**Summary**

Alvest Equipment Services (USA) LLC (AES) currently provides ground support equipment and maintenance services to Alaska Airlines. Recently AES began providing ground support equipment and maintenance services for Unifi Aviation, LLC, a commercial ground handling provider supporting Frontier Airlines. The proposed cargo facility lease of Bay 16 of Building A in West Air Cargo complex will expand AES's operational capacity and capability to support the additional airline clients at PHX.

**Contract Term**

The lease term will be for three years with three one-year options to extend the term at the sole discretion of the Aviation Director.

**Financial Impact**

AES will pay the rental rate per square foot per year according to the Airport Rates and Charges program authorized under Phoenix City Code section 4-173(B). The rental rate will be adjusted annually according to the Rates and Charges provision of Article IX, Chapter 4 of the Phoenix City Code. Annual rent for the first year is anticipated to be approximately \$38,016, and total revenue expected during the term of the lease is approximately \$228,096 if all extension options are exercised.

**Concurrence/Previous Council Action**

The Phoenix Aviation Advisory Board approved this item on November 20, 2025, by a vote of 6-0.

**Location**

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road, Phoenix, Arizona  
Council District: 8

**Responsible Department**

This item is submitted by Deputy City Manager Amber Williamson and the Aviation Department.



## **Executive Hangar Lease Agreement with Jackson Jet Center, LLC at Phoenix Sky Harbor International Airport - District 8**

This report requests the Transportation, Infrastructure, and Planning Subcommittee to recommend to the City Council for approval to enter into a new Executive Hangar lease agreement with Jackson Jet Center, LLC at Phoenix Sky Harbor International Airport (PHX).

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

Jackson Jet Center, LLC (Jackson Jet) operates a full-service Fixed Base Operator (FBO) business and has requested to lease a vacant airport-owned executive hangar, consisting of approximately 5,449 square feet of hangar and adjoining office space.

#### **Contract Term**

The term of the lease will be approximately three years, with the initial term expiring on December 31, 2027. The lease will include three one-year options to extend the term at the sole discretion of the Aviation Director.

#### **Financial Impact**

Annual rent for the first year of the lease is anticipated to be approximately \$45,727.87. Rent will be adjusted annually based on the Phoenix-Mesa-Scottsdale Consumer Price Index or three percent, whichever is greater. Total revenue anticipated during the term of the lease is approximately \$228,639, if all options to extend are exercised.

#### **Concurrence/Previous Council Action**

The Phoenix Aviation Advisory Board approved this item on Nov. 20, 2025, by a vote of 6-0.

#### **Location**

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road, Phoenix, Ariz.  
Council District: 8

**Responsible Department**

This item is submitted by Deputy City Manager Amber Williamson and the Aviation Department.



Report

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Agenda Date: 12/17/2025, Item No. 4

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**Taxicab Services at Phoenix Sky Harbor International Airport Contract - Request for Award - District 8**

This report requests the Transportation, Infrastructure, and Planning Subcommittee to recommend to the City Council to authorize the Aviation Department (Aviation) to enter into contracts with Mayflower Cab Company, LLC (Mayflower), and Apache Taxi, LLC (Apache) to provide taxicab services at Phoenix Sky Harbor International Airport (PHX). The contracts will contain five-year terms, with a two-year option to extend that may be exercised at the sole discretion of the Aviation Director. The contracts are estimated to produce \$5 million in revenue for the City over an aggregate seven-year contract term.

**THIS ITEM IS FOR CONSENT ACTION.**

**Summary**

On June 4, 2025, the Phoenix City Council authorized issuance of a Revenue Contract Solicitation (RCS) for four contracting opportunities for Taxicab Services at Phoenix Sky Harbor International Airport. The goal of the RCS was to maintain a high level of reliable, on-demand taxicab availability at PHX to meet passenger demands.

**Procurement Information**

RCS 25-0612 was processed according to City of Phoenix Administrative Regulation 3.10. The RCS contained two large company and two small company contracting opportunities. No responses were received for the Large Company category. A total of five responses were received for the Small Company category. Five responses were reviewed for minimum qualification and responsiveness and three out of five responses received were deemed nonresponsive.

A five-member evaluation committee evaluated the responses, and after reaching consensus, the evaluation committee recommends awards to the following vendors:

Small Company (100% owner/operator): Mayflower Cab Company, LLC  
Small Company (non-100% owner/operator): Apache Taxi, LLC

**Public Outreach**

In collaboration with the Equal Opportunity Department, staff conducted Business Information Meetings on May 5, 2025, and June 6, 2025. The offering was also advertised in the City's Procurement Portal and both local and national publications.

**Contract Term**

The term of the contracts will begin on or about February 1, 2026, for a five-year initial term with one two-year option to extend at the sole discretion of the Aviation Director.

**Financial Impact**

The contracts are estimated to generate \$5 million in revenue for the City over the seven-year aggregate contract term.

**Concurrence/Previous Council Action**

The Phoenix Aviation Advisory Board, Business and Development Subcommittee approved this item on October 3, 2025, by a vote of 3-0.

The Phoenix Aviation Advisory Board approved this item on November 20, 2025, by a vote of 6-0.

**Location**

Phoenix Sky Harbor International Airport; 2485 E. Buckeye Rd.  
Council District: 8

**Responsible Department**

This item is submitted by Deputy City Manager Amber Williamson and the Aviation Department.





## **Phoenix Main Line Transit Oriented Development Contract - Request for Award - RFP PTD25-004 - Districts 3, 4, 5, 6, and 8**

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to enter into a contract with Clarion Associates, LLC, for consultant services to assist with the implementation of the Phoenix Main Line Light Rail Transit Oriented Development (TOD) Planning grant. The total aggregate value of the contract will not exceed \$1,050,000.

### **THIS ITEM IS FOR CONSENT ACTION**

#### **Summary**

The Public Transit Department received a \$1.2 million grant from the Federal Transit Administration (FTA) for TOD planning. Because the project included a significant housing component, the FTA awarded the project at 100 percent, requiring no local match. 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 includes five districts; the 19 North TOD Policy Plan was adopted in 2021. Members of these communities are eager for the government-led action items identified in these plans to continue. The City intends to continue the momentum from the successful adoption of several TOD Community Plans by revisiting the ReinventPHX and 19 North study areas, analyzing changes related to housing, and making progress toward achieving the transformative potential of light rail.

#### **Procurement Information**

A Request for Proposals was processed in accordance with Administrative Regulation 3.10 and the Federal Transit Administration.

Seven vendors submitted proposals deemed responsive and responsible. An evaluation committee of City staff and an external partner evaluated the offers based on the following criteria with a maximum possible point total of 1,000:

- Method of Approach - A Seamless Process (0 - 300 points)
- A Thorough Understanding with Intentional Staffing (0 - 300 points)
- An Innovative, Integrated, and Attainable Process (0 - 300 points)
- Pricing (0 - 100 points)

After reaching consensus, the evaluation committee recommends award to the following vendor:

Clarion Associates, LLC: (865/1000)

**Contract Term**

The term of the contract will begin on or about January 1, 2026, and will continue for a period of two years.

**Financial Impact**

The aggregate contract value will not exceed \$1,050,000. Funding is available from the FTA competitive Pilot Program for TOD Planning Grant Program award.

**Concurrence/Previous Council Action**

The Citizens Transportation Commission approved this item on December 4, 2025, by a vote of 9-0.

**Responsible Department**

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



## Freeway Program Update - Citywide

This report provides the Transportation, Infrastructure, and Planning Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix. The report tracks major ADOT projects in Phoenix that are under construction or planned for construction.

### THIS ITEM IS FOR INFORMATION ONLY.

#### Summary

The Maricopa Association of Governments (MAG) Regional Transportation Plan includes numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded by the voter-approved Proposition 479 half-cent sales tax as well as by state and federal revenue sources.

City of Phoenix staff are embedded with ADOT on these major construction projects to ensure coordination of all construction activities with City departments. This report provides an overview of major freeway projects currently underway. Quarterly updates are provided to reflect project changes and new developments.

#### Major Freeway Projects

##### Loop 101: I-17 to 75th Avenue Widening

#### Project Overview:

The project will add one general-purpose lane in each direction along Loop 101 (Agua Fria Freeway) from I-17 to 75th Avenue. The project includes bridge widening, new concrete pavement, diamond grinding, retaining walls, lighting, Americans with Disabilities Act (ADA) improvements, drainage, Freeway Management System (FMS) upgrades, and new signing and striping.

#### Project Schedule:

- **Construction Start:** September 2024
- **Construction Duration:** Approximately 30 months

**Key Improvements:**

- One new general-purpose lane in each direction between I-17 and 75th Avenue
- Bridge widening at 51st, 35th, and 31st Avenues
- Ramp and frontage road modifications
- Third southbound left-turn lane from 75th Avenue onto eastbound Loop 101
- Improvements to the westbound Loop 101 to northbound I-17 system ramp
- New or modified noise walls as warranted

**Grand 35 (US 60): 35th Avenue and Indian School Road Intersection Improvements**

**Project Overview:**

Reconstruct the intersection of US 60 (Grand Avenue), 35th Avenue and Indian School Road by raising 35th Avenue to create a new elevated intersection with Indian School Road above Grand Avenue. The project also includes new bridges for 35th Avenue and Indian School Road over the Burlington Northern Santa Fe (BNSF) railroad and Grand Avenue.

**Project Schedule:**

Stage III (30 percent) design - May 2025  
Stage IV (60 percent) design - December 2025  
Public Meeting - January 2026  
Stage V (100 percent) design - October 2026  
Construction - January 2027

**Northbound I-17 off-ramp at Sonoran Desert Drive Widening Project**

**Project Overview:**

The MAG Management Committee approved \$2.1 million from the Freeway Life Cycle Program (FLCP) minor improvements allocation to widen the northbound exit ramp at the I-17 and Loop 303/Sonoran Desert Drive Interchange. This project will increase capacity for the northbound I-17 off-ramp and relieve congestion on northbound I-17.

**Project Schedule:**

- **Construction Start:** October 2025
- **Duration:** 100 working days, anticipated completion February 2026

**Loop 303, Lake Pleasant Parkway to I-17 Improvements**

**Project Overview:**

The project will add a third general-purpose lane in each direction between Lake Pleasant Parkway and I-17. The project includes new bridges for a future 67th Avenue interchange, direct system interchange ramps at I-17/Loop 303, lighting, drainage improvements, and new overhead signage.

**Project Schedule:**

- **Construction Start:** March 2026
- **Duration:** Approximately 30 months

**I-10 Corridor Study - Deck Park Tunnel to I-10/I-17 Split**

**Project Overview:**

This MAG-led study, in partnership with ADOT and the City of Phoenix, evaluated operational challenges and future improvements along I-10 from the Deck Park Tunnel to the I-10/I-17 Split. The study examines traffic demand, operational efficiency, and mitigation strategies for congestion near downtown Phoenix and Sky Harbor International Airport.

The study was finalized and approved by MAG committees February 2025.

MAG has turned the final study to ADOT. ADOT & Burgess & Niple initiated a kick-off to the Design Concept Report on November 20, 2025.

**Loop 101 and Interstate 10 System Interchange Improvements**

**Project Overview:**

This project is in partnership with the Maricopa Association of Governments, and in cooperation with the cities of Phoenix, Tolleson, Avondale, Goodyear and Glendale. This project is included in the Regional Transportation Plan for Maricopa County and is funded through Prop 400. The purpose of the project is to:

- Mitigate weaving movements for High-Occupancy Vehicle (HOV) traffic.
- Improve safety and traffic operations.
- Improve movement at traffic interchanges and surface streets.
- Accommodate future widening projects.

**Project Schedule:**

**Construction Start:** January 2026

**Construction Duration:** 36 months

## **State Route 30 (SR 30): 97th Avenue to Loop 202**

### **Project Overview**

Construct a new 4.5-mile segment of SR 30 between 97th Avenue and Loop 202 (South Mountain Freeway). The project also includes Loop 202 improvements to support the new system interchange with SR 30. The key features include:

- Three general-purpose lanes in each direction
- New system-to-system interchange at SR 30/Loop 202
- Traffic interchanges at 91st, 83rd, and 67th Avenues
- New bridges at 91st, 83rd, 75th, and 67th Avenues
- Widening existing Loop 202 bridges at Baseline Road, Southern Avenue, Broadway Road, Lower Buckeye Road, the Roosevelt Irrigation Canal, and Buckeye Road
- Drainage and lighting improvements
- Noise walls where warranted

### **Project Schedule:**

Stage IV (60 percent) design - December 2025

Public Meeting - February 2026

Stage V (100 percent) design - April 2026

Construction - Spring 2027; anticipated duration 30 months

### **Location:**

Citywide

### **Responsible Department**

This item is submitted by City Manager Ed Zuercher and the Street Transportation Department.



## **Capitol Extension and I-10 West Light Rail Project Update and Options - Districts 4, 5, and 7**

This report provides an update to the Transportation, Infrastructure, and Planning Subcommittee on the Capitol Light Rail Extension (CAPEX) and I-10 West Light Rail Extension (10WEST) projects and requests the Transportation, Infrastructure, and Planning Subcommittee recommend to the City Council to either select a new CAPEX Locally Preferred Alternative (LPA) route (**Option 1**) or re-evaluate other high-capacity transit alternatives to serve West Phoenix (**Option 2**). 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.

### **THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

#### **Summary**

The CAPEX and 10WEST light rail extensions were included in the Transportation 2050 (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.

### **Options for Consideration**

This report includes three CAPEX LPA route options for consideration (**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**).

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.

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.
- 16th Avenue North option would require approval to purchase two State owned buildings from the Arizona Department of Administration.
- Valley Metro Board and Maricopa Association of Governments (MAG) Transportation Policy Committee (TPC) approval of the new LPA route no later than March 2026.

#### 7th Avenue North Option

- Valley Metro Board and MAG TPC approval of the 7th Avenue LPA route.

- Pause current FTA Project Development process and initiate a new NEPA evaluation.

### Financial Considerations

Financial modeling demonstrates all proposed CAPEX route 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 total estimated costs and funding sources for the CAPEX route alternatives are provided in **Attachment C**. Cost estimates provided are based on assumptions, including T2050 cash flow 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 **Attachment C** and are subject to change.

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.

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 re-evaluate other economical and effective high-capacity transit alternatives to provide service to West Phoenix (**Option 2**). This option would require notification to the FTA to formally exit CIG Project Development.

If Option 2 is chosen, staff request specific direction from City Council on what high capacity transit alternative(s) to evaluate and would work with partner agencies to develop a comprehensive re-evaluation work plan that incorporates the following steps:

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

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

### **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:** Select a new CAPEX LPA light rail route (16th Ave. North, 16th Ave. South, or 7th Ave. North)

#### **Pros**

- Maintains progress in federal funding process and planned Revenue Service Date.
- 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 potential stakeholder concerns and/or project 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 time frame.
- 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 evaluate 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 other efficient high-capacity transit alternatives.

### Cons

- Forfeits current eligibility for federal CIG funding, which is essential to the current financial structure and stops project advancement.
- May delay 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 Outreach

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 CAPEX 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, 2025. 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 CAPEX 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 (as of December 8, 2025).

1,629 feedback forms received:

- 62% favor moving forward with CAPEX (**Option 1**)
- 38% favor re-evaluation (**Option 2**)

Outreach was conducted via the following methods:

- Five public meetings with 215+ attendees
- Six tables at community events or local businesses
- 26+ media stories in print and broadcast
- 1:1 stakeholder engagement
- Social media posts generating 227,359 impressions
- Email communication to 2,000+ subscribers
- Print flyer distribution to local neighborhood groups, events and at light rail stations

#### Concurrence/Previous Action

The Citizens Transportation Commission (CTC) considered this item at the December 4, 2025 meeting and did not reach a majority vote on either **Option 1** or **Option 2**, and therefore no recommendation is moved forward for City Council consideration.

**Attachment D** includes the CTC December 4, 2025 summary meeting minutes on this item for reference.

#### **Request for Action**

Staff respectfully request the Transportation, Infrastructure and Planning Subcommittee provide a recommendation to City Council to either select a new CAPEX LPA light rail route 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**). This item will be presented to City Council for consideration and action on January 27, 2026.

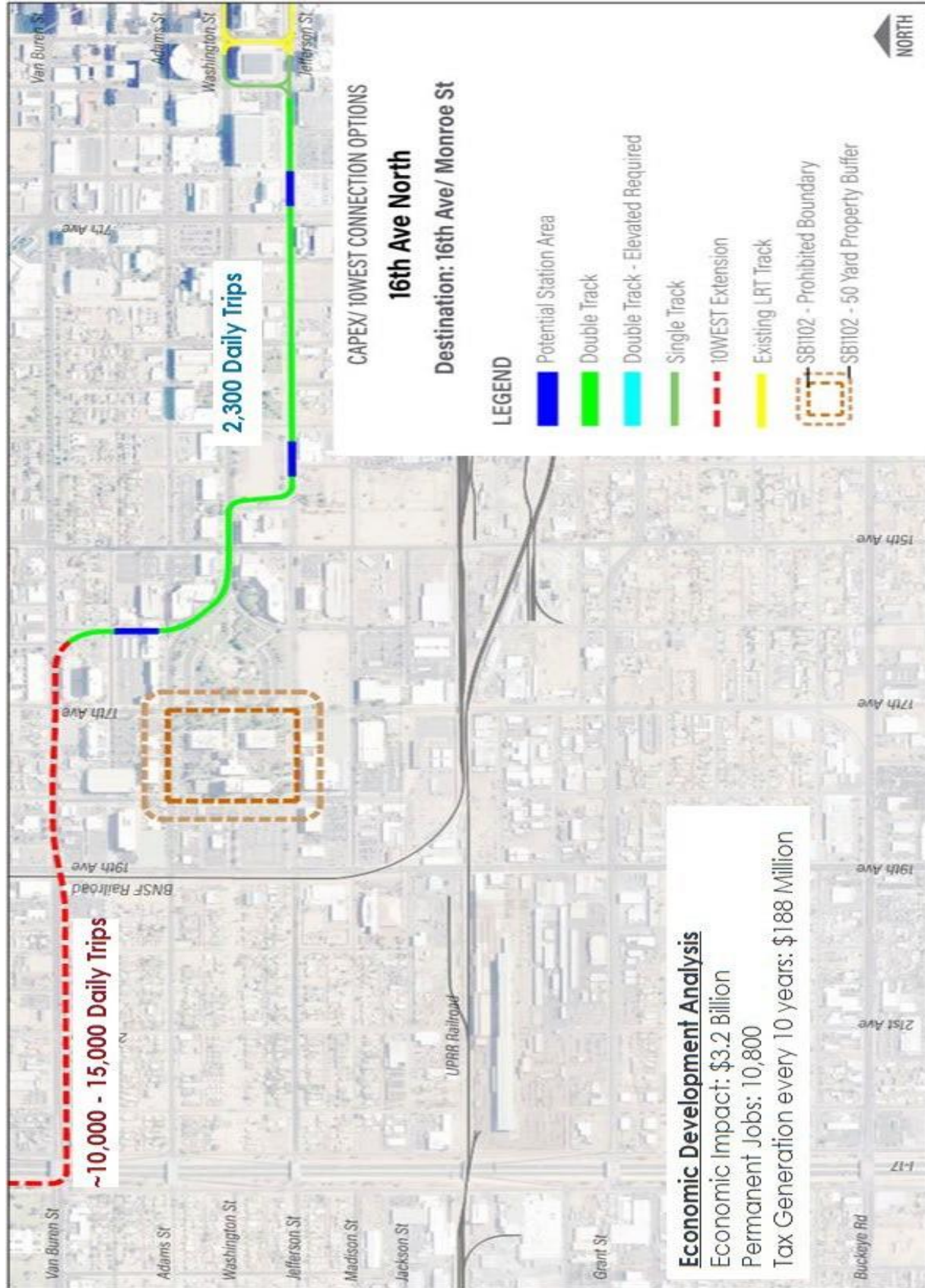
#### **Location**

Council Districts: 4, 5, 7

#### **Responsible Department**

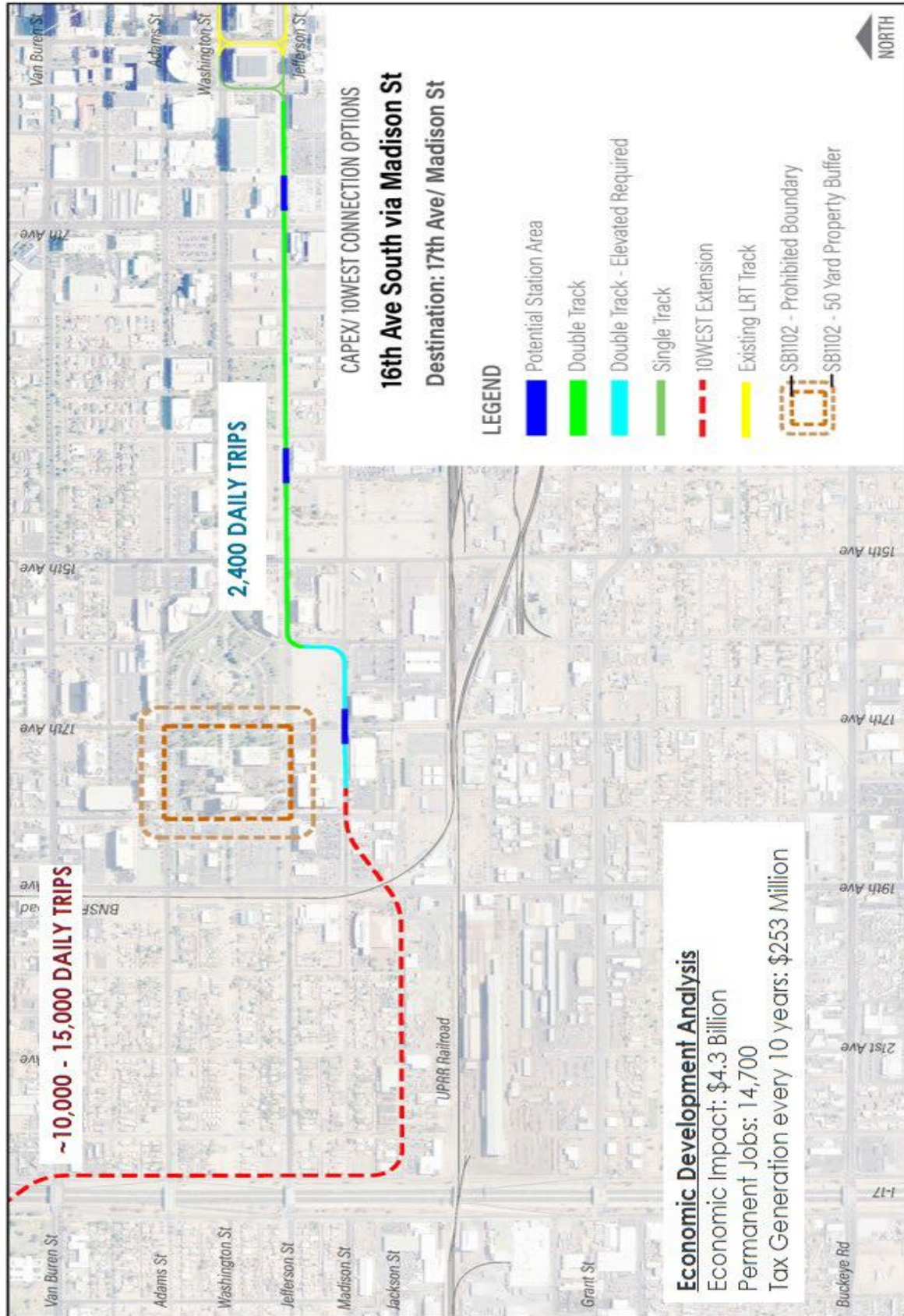
This item is submitted by Deputy City Manager Amber Williamson and the Public Transit Department.

# Attachment A – Route Alternatives Maps

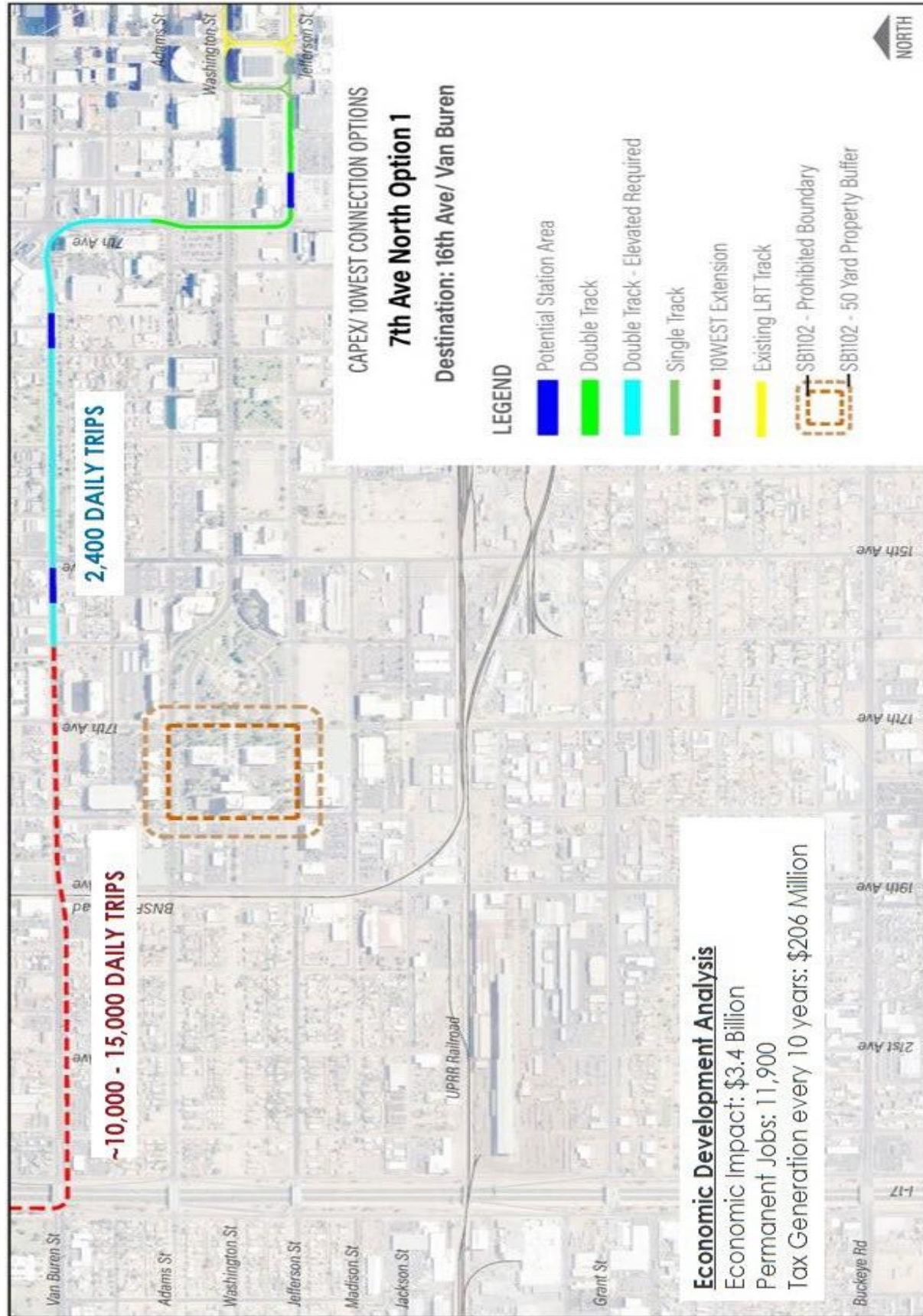




# Attachment A – Route Alternatives Maps

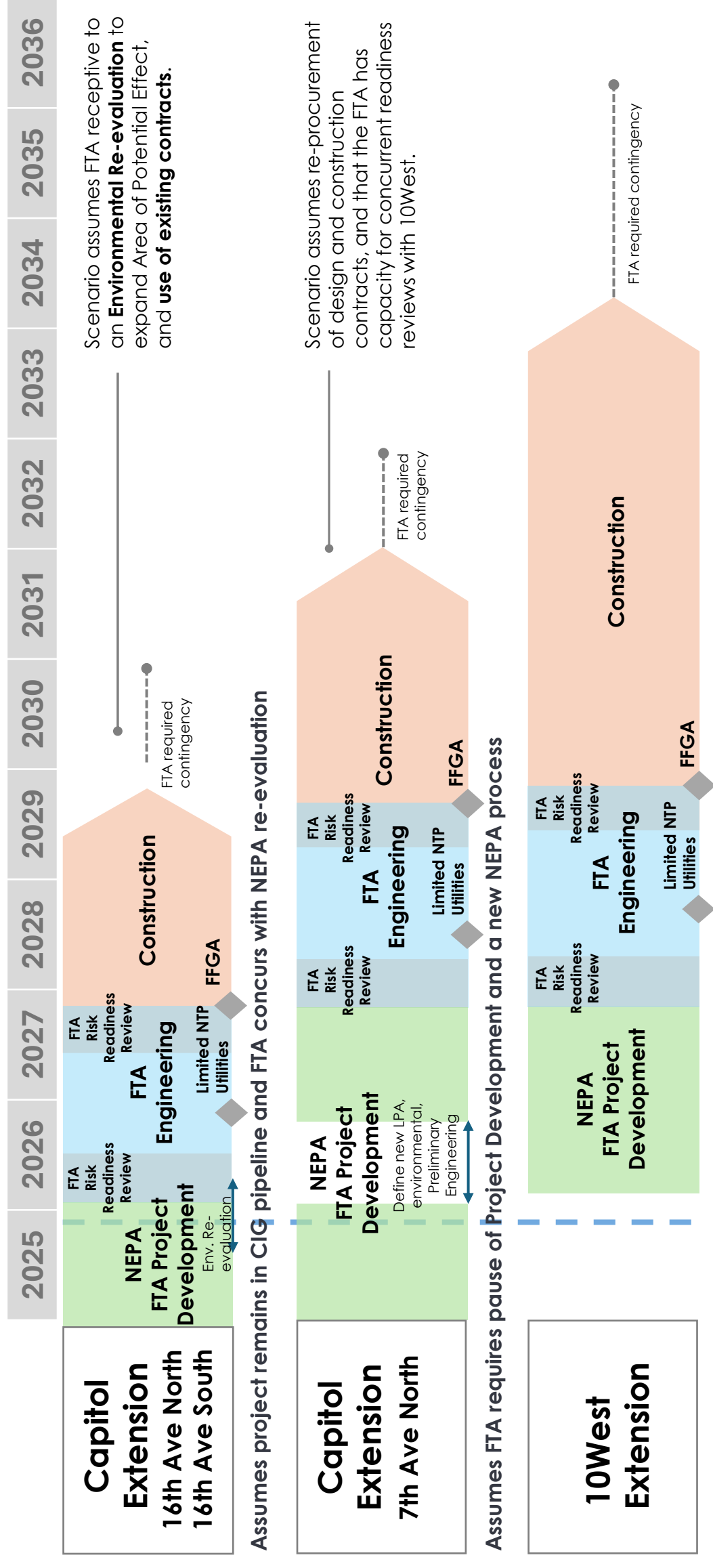


# Attachment A – Route Alternatives Maps





# Schedule Scenarios for Capitol Extension and 10West Extension



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.

## Attachment C

### 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.*

# Attachment D

## CITY OF PHOENIX CITIZENS TRANSPORTATION COMMISSION Agenda Item 7 – Summary Meeting Minutes December 4, 2025

### 7. CAPEX Light Rail Options

The Commission received a comprehensive presentation on the Capitol Extension (CAPEX) and I-10 West Extension light rail projects. Presenters included:

- Amber Williamson, Deputy City Manager
- Markus Coleman, Light Rail Administrator
- Jessica Mefford-Miller, CEO, Valley Metro
- Trevor Collon, Chief of Capital Development, Valley Metro

#### **Presentation Overview:**

The presentation included discussion on the significance and history of the light rail extensions, route alternatives, financial considerations, community engagement, and outlined two options for the Commission's consideration:

- Option 1: Recommend a locally preferred alignment for the CAPEX project and continue in the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) process.
- Option 2: Exit the CIG process and reevaluate other high-capacity transit alternatives for West Phoenix.

Three alignment alternatives were presented, discussed and illustrated for Option 1:

1. 16th Avenue North
2. 16th Avenue South
3. 7th Avenue North

Each alignment alternative was evaluated through a multifaceted lens to ensure a comprehensive understanding of its feasibility and impact. Each evaluation considered the projected cost of construction and the availability of funding sources, including local and federal contributions. Economic development potential was a key factor, with projections estimating the level of investment and tax revenue each alignment could generate over time. Environmental review requirements were also assessed, particularly the need for either reevaluation or a full restart of the National Environmental Policy Act (NEPA) process, depending on the alignment chosen. Community feedback has also played a significant role, with input gathered through public meetings, stakeholder engagement, and over 1,400 submitted feedback forms to date. Finally, each alignment was analyzed in terms of its compatibility with the federal grant timeline, particularly the need to meet the FTA's Capital Investment Grant (CIG) program deadline of April 2026 to remain eligible for funding.

The 16th Avenue South alignment was projected to generate the highest economic return and had the second strongest community support. 16<sup>th</sup> Avenue North alignment

## Attachment D

has the most community support of the three options but has the lowest economic return. The 7th Avenue option has the least community support with the second highest economic return. Presenters emphasized that the CAPEX project is currently in the FTA's CIG pipeline with a "medium-high" rating, making it eligible for federal funding if it proceeds on schedule.

### **Public Comments:**

Multiple speakers addressed the Commission, all in support of continuing the CAPEX project:

City of Phoenix Councilmember Anna Hernandez (District 7) emphasized the importance of fulfilling promises made to voters under the T2050 plan and warned that exiting the CIG process could jeopardize future light rail expansions. She noted that over \$20 million had already been invested in the project and that development interest in the corridor was growing.

Ventura Herrera, Kaitlin Wright, and Michelle McCormick, residents of the Woodland Historic Neighborhood, expressed strong support for Option 1 and the 16th Avenue South alignment. They cited minimal displacement, better development potential, and concerns that reevaluation of other high-capacity transit alternatives would lead to indefinite delays or cancellation. They also noted that the north alignment would interfere with community events and potentially require the demolition of a building.

Staff noted that over 1,400 community feedback forms have been submitted so far, with 63% supporting continuation of the CAPEX project and 37% favoring reevaluation. Among alignment preferences, 16th Avenue North was the most favored.

### **Commission Discussion and Presenter Responses:**

Commissioner Panaitescu made a motion to recommend Option 1, citing the urgency of maintaining eligibility for federal funding and Phoenix's strong track record in managing federal grants. She emphasized that delays could result in lost funding opportunities and that the city's performance history made it a strong candidate for continued federal investment.

Commissioner Douglas seconded the motion and spoke in favor of continuing the project, highlighting the long-term benefits of light rail and the importance of connecting transit to civic institutions. He noted that while construction can be disruptive, the South-Central Extension had already proven successful in ridership and economic impact.

Commissioner Vallo expressed support for the project and the 16th Avenue South alignment, referencing her community involvement and familiarity with the area. She emphasized the need to move forward without further delay.

## Attachment D

Commissioner Steinmetz asked about previous studies on alternative routes. Mr. Coleman clarified that the Indian School corridor was part of a separate federally funded alternatives analysis and not directly related to the CAPEX/I-10 West project. However, he noted that Council could direct staff to revisit that corridor as part of a broader reevaluation under Option 2.

Commissioner Perez-Pawloski noted her concerns about legislative interference. She asked about what might happen if the legislature blocked the project after significant investments. Ms. Mefford-Miller responded that while the project currently has a favorable “medium-high” rating from the FTA, federal funding is not guaranteed until a Full Funding Grant Agreement (FFGA) is executed. Exiting the CIG process would forfeit the project’s current rating and require restarting the process from scratch, which could delay the project by years and jeopardize future funding.

Mr. Coleman added that while no federal funds had yet been obligated, the project’s inclusion in the FTA CIG pipeline was a significant milestone. He noted it is important for the City and Valley Metro to maintain the good working relationship with the FTA that has been developed over the years. In addition, exiting the process would require notification to FTA Region 9 of the City’s decision to evaluate other options if Option 2 is selected. He also confirmed that the T2050 plan was built on the assumption of federal participation and that failure to secure it could impact other projects.

Ms. Mefford-Miller further explained that Phoenix’s history of delivering projects on time and on budget strengthens the case for continued funding. She noted that the project’s economic development potential and ridership projections were strong, and that the FTA had been engaged throughout the planning process. She also provided insight into the national funding climate, noting the CIG program remains a priority in the President’s and Senate’s budgets with a proposed increase in funding, despite the House proposing a decrease in the CIG budget, and noted she is always cautious with federal funding.

Commissioner Huckins proposed a substitute motion to recommend Option 2, citing the need for flexibility and the risk of legislative opposition. Commissioner Perez-Pawloski seconded the motion and reiterated concerns about potential state-level barriers. She emphasized that reevaluation would not eliminate the project but would allow time to reassess a best path forward.

Vice Chair Princell asked for clarification on the role of the Joint Legislative Budget Committee (JLBC) and the Arizona Department of Administration (ADOA). Staff confirmed that JLBC must approve station locations within the Capitol Mall area and that ADOA has zoning authority in that district, adding complexity to any alignment that enters the Capitol core.

### **Motions and Votes:**

- Substitute Motion (Option 2 – Reevaluation):
  - Motion: Commissioner Huckins
  - Second: Commissioner Perez-Pawloski

## Attachment D

- Vote: 4 Yes – 5 No → Motion failed
- Original Motion (Option 1 – Continue the CIG Process for the CAPEX Project):
  - Motion: Commissioner Panaitescu
  - Second: Commissioner Douglas
  - Vote: 4 Yes – 5 No → Motion failed

As both motions failed, the Commission did not reach a consensus, and no formal recommendation was made to City Council. Staff confirmed that the vote results and public feedback would be forwarded to Council for consideration.