PROP 479

TRANSIT LIFE CYCLE PROGRAM (TLCP)

FISCAL YEAR 2027 | SEPTEMBER 23, 2026

MARICOPA ASSOCIATION of GOVERNMENTS

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1.0 INTRODUCTION

On June 23, 2021, the Maricopa Association of Governments (MAG) Regional Council approved the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP). Changes to conform the RSTIIP to requirements set forth in Senate Bill 1102 were subsequently approved on September 27, 2023. The RSTIIP guides investments funded through a continuation of the dedicated half-cent sales tax for transportation. On November 5, 2024, Maricopa County voters approved Proposition 479, authorizing a 20-year extension of the dedicated half-cent sales tax for transportation and providing the revenue stream necessary for the projects and programs identified in the RSTIIP.

The transit element within the RSTIIP is managed through the Proposition 479 Transit Life Cycle Program (TLCP), which is comprised of four primary components:

A. Bus Operating Assistance

B. Regional Services

C. Bus Capital Investments

D. High-Capacity Transit

The first three components collectively fund the regional bus transit system, while the fourth supports large-scale, high-capacity transit projects such as bus rapid transit (BRT) and capital rehabilitation of the existing light rail network.

The TLCP provides information for each component included in the 20-year funding horizon of the Proposition 479 sales tax, including project location, regional funding, year of work, type of work, project status, and the lead agency. Each year, the program is updated to reflect the latest revenues, costs, and relevant transit trends. This publication represents the 20-year program as approved for fiscal year (FY) 2027 (i.e., July 2026 – June 2027). Mid-year updates to the TLCP are approved by the MAG Regional Council through amendments to the MAG Transportation Improvement Plan (TIP).

Amounts programmed by component or project are rounded to the nearest hundred thousandth and amounts programmed by jurisdiction are rounded to the nearest ten thousandth and reflected in Year-of-Expenditure (YOE) basis to account for future inflationary changes.

Arizona Revised Statute 28-6352(B) states that a budget process shall be adopted that ensures the estimated cost of the transportation mode does not exceed the total amount of revenue estimated to be available for that mode. The TLCP satisfies this requirement for the allocation of funding for transit.

2.0 LEGEND

Funding programmed in the Transit Life Cycle Program (TLCP) is organized into the following **four phases**:

Phase I	Phase II	Phase III	Phase IV
2026-2030	2031-2035	2036-2040	2041-2046

Acronyms and abbreviations included in the TLCP are listed below and organized by category.

FUNDING ACRONYMS/ABBREVIATIONS	
CIG	Capital Investment Grant
CMAQ	Congestion, Mitigation, and Air Quality Improvement Program
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
FTA Formula Funding	Includes 5307 (Urbanized Area), 5337 (State of Good Repair), and 5339 (Buses and Bus Facilities)
PGA	Phoenix West - Goodyear - Avondale Urban Area
PMS	Phoenix - Mesa - Scottsdale Urban Area
PTF	Public Transportation Fund
RAP	Risk Analysis Process
RARF	Regional Area Road Funds
STBGP	Surface Transportation Block Group Program

UA	Urban Areas

PROJECT ACRONYMS/ABBREVIATIONS	
ADA	Americans with Disabilities Act of 1990
BNR	Bus Network Redesign
BRT	Bus Rapid Transit
COA	Comprehensive Operations Analysis
HCT	High-Capacity Transit
LRT	Light Rail Transit
SC	Streetcar
RSTIIP	Regional Strategic Infrastructure Investment Plan
SRTP	Short Range Transit Program
SOGR	State of Good Repair
TAM	Transit Asset Management
TLCP	Transit Life Cycle Program

3.0 PROGRAM SUMMARY

Table 1. Prop 479 TLCP Program Summary

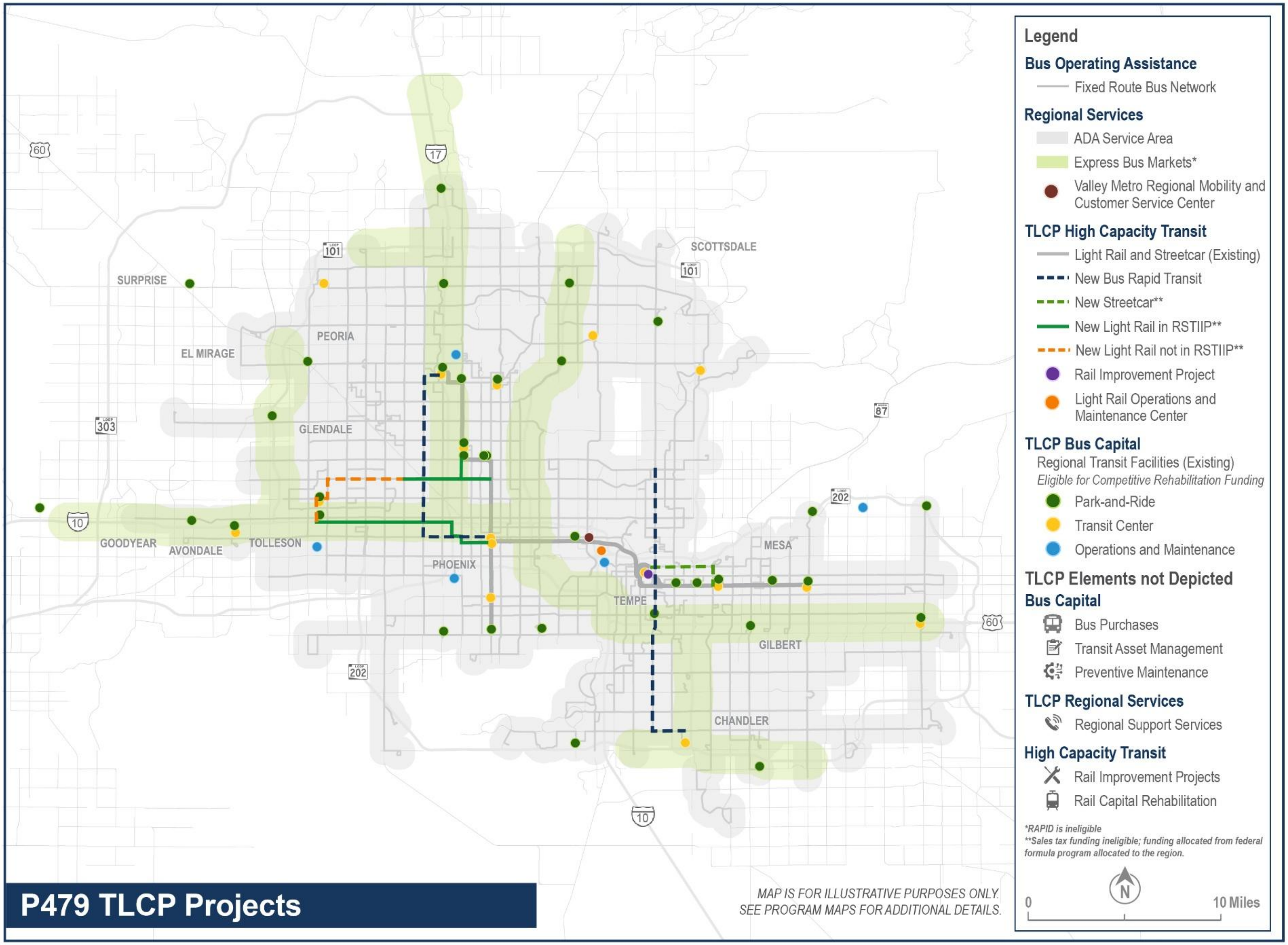
	PHASE I				PHASE II		PHASE III	PHASE IV	TOTAL
	FY 27	FY 28	FY 29	FY 30	FY 31	*FY 32-35*	*FY 36-40*	*FY 41-46*	
REVENUES									
Beginning Balance	$28.4	$207.0	$287.1	$367.4	$391.4	$409.5	$313.0	$360.8	*$28.4*
PTF	$306.9	$320.9	$336.7	$353.9	$371.8	*$1,691.0*	*$2,654.6*	*$3,899.7*	**$9,935.5**
FTA Formula Funding	$115.6	$123.7	$126.5	$129.5	$132.4	*$568.0*	*$796.3*	*$1,102.2*	**$3,094.2**
FHWA Formula Funding	$119.2	$81.0	$83.0	$84.8	$86.6	*$373.5*	*$522.7*	*$723.8*	**$2,074.6**
TOTAL:	**$570.2**	**$732.6**	**$833.3**	**$935.6**	**$982.2**	***$3,042.0***	***$4,286.6***	***$6,086.4***	**$15,132.7**
EXPENDITURES									
Phoenix Allocation	$35.4	$50.1	$52.6	$55.3	$58.1	*$264.2*	*$414.7*	*$609.2*	**$1,539.6**
Bus Operating Assistance [1]	$112.9	$129.9	$134.9	$140.9	$145.1	*$640.2*	*$951.0*	*$1,357.5*	**$3,612.5**
Regional Services									
Express Bus	$10.5	$6.7	$6.8	$7.0	$7.2	*$31.9*	*$47.3*	*$64.7*	**$182.0**
ADA Service	$53.7	$58.4	$67.4	$70.7	$79.8	*$371.0*	*$643.6*	*$1,067.1*	**$2,411.7**
Regional Services Support	$22.6	$20.0	$20.5	$21.0	$21.5	*$92.2*	*$131.0*	*$170.5*	**$499.2**
Bus Capital Investments [2]									
Bus Purchases	$21.4	$80.3	$82.8	$85.2	$87.8	*$378.3*	*$540.3*	*$751.8*	**$2,027.9**
Bus Transit Asset Mgt	*$5.2*	-	-	-	-	-	-	-	**$5.2**
Preventative Maintenance	$36.6	$19.4	$19.9	$20.3	$20.8	*$89.3*	*$125.2*	*$173.4*	**$504.9**
Regional Transit Facilities	-	-	-	-	-	-	-	-	-
High-Capacity Transit	$64.8	$80.6	$81.1	$143.8	$152.4	*$862.0*	*$1,072.7*	*$1,362.1*	**$3,819.4**
TOTAL:	**$363.2**	**$445.4**	**$465.9**	**$544.2**	**$572.7**	***$2,729.0***	***$3,925.8***	***$5,556.2***	**$14,602.5**
FUND BALANCE:	**$207.0**	**$287.1**	**$367.4**	**$391.4**	**$409.5**	**$313.0**	**$360.8**	**$530.2**	**$530.2**
Regional Services Reserve	*$7.0*	*$7.3*	*$8.4*	*$8.8*	*$9.9*	*$13.6*	*$18.1*	-	-
Smoothing Formula Balance	*$8.8*	*$8.8*	*$21.1*	*$20.2*	*$15.7*	*$16.8*	*$24.0*	-	-

[1] *Includes funding for formula, circulator, and seed allocations.*

Note: *Amounts expressed in millions of dollars, in Year-of-Expenditure ($YOE) basis.*

[2] *Bus capital programming will be updated following future capital needs/plan development.*
Current amounts reflect estimates based off Proposition 400 annual bus purchases and preventive maintenance funding policy.

Figure 1. Prop 479 TLCP Projects



4.0 REVENUES

The Proposition 479 TLCP is funded through a combination of the dedicated half-cent sales tax for transportation, Federal Highway Administration (FHWA) formula funds allocated to the MAG region, and Federal Transit Administration (FTA) formula funds allocated to the MAG region.

As per ARS 428-6105.01, 37 percent of the sales tax collections are deposited into the Public Transportation Fund (PTF) for use on the transit portion of the RSTIIP. The forecast of sales tax revenues is highly dependent on estimates of independent variables that comprise the econometric model. To help address variability between estimated and actual values, each year, ADOT administers a Risk Analysis Process (RAP). The RAP relies on a probability analysis and the independent evaluation of the model's variables by an expert panel of economists.

Table 2. Maricopa County Transportation Excise Tax Official Public Transportation Fund (PTF) Forecast

Fiscal Year	September 2024 Forecast	September 2025 Forecast	Increase (Decrease)
2027	315.7	306.9	(2.8%)
2028	331.0	320.9	(3.1%)
2029	348.3	336.7	(3.3%)
2030	365.9	353.9	(3.3%)
2031	385.1	371.8	(3.5%)
Totals	**1,745.9**	**1,690.20**	**(3.2%)**

Note: *Amounts expressed in millions of dollars, in Year-of-Expenditure ($YOE) basis.*

The forecasts for the federal funds allocated to the TLCP are updated as part of the RSTIIP annual update process. FHWA formula funding is allocated to states and metropolitan planning areas. A portion of FHWA formula funding allocated to the state is passed through directly to MAG for programming, including Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds and Surface Transportation Block Grant Program funds, which are then utilized for the TLCP.

Table 3. MAG FHWA Formula Funds Official RSTIIP Forecast CMAQ

Fiscal Year	January 2025
2027	45.0
2028	46.0
2029	47.1
2030	48.2
2031	49.2
Totals	**235.6**

Note: Amounts expressed in millions of dollars, in Year-of-Expenditure ($YOE) basis.

Table 4. MAG FHWA Formula Funds Official RSTIIP Forecast STBGP

Fiscal Year	January 2025
2027	34.2
2028	35.0
2029	35.8
2030	36.6
2031	37.4
Totals	**178.8**

Note: Amounts expressed in millions of dollars, in Year-of-Expenditure ($YOE) basis.

Transit formula funding is primarily apportioned to urban areas (UAs) defined by the U.S. census. The MAG region consists of three UAs, Maricopa, Phoenix-Mesa-Scottsdale (PMS), and Phoenix West-Goodyear-Avondale (PGA) (**Figure 2**). Formula funding is provided to each UA based on population and population density, passenger miles traveled (PMT), fixed guideway (e.g., rail and bus rapid transit) directional route miles, or vehicle revenue miles (VRM). Formula funding for the PMS and PGA UAs, allocated through FTA's 5307, 5337, and 5339 programs, as well as FHWA's flexible transit-improvement funding, is managed within the Proposition 479 TLCP.

Figure 2. MAG Urban Area Boundaries

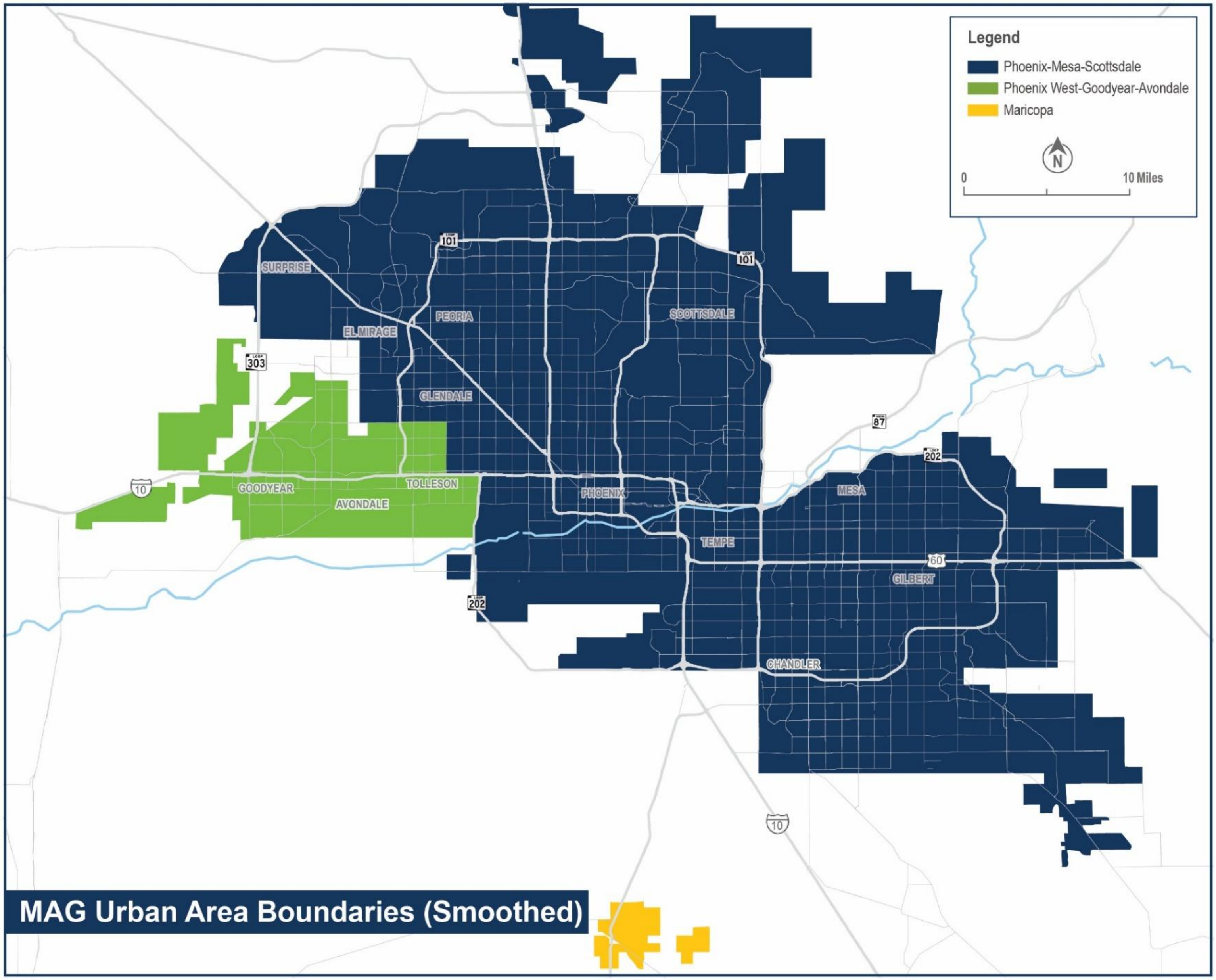


Table 5. FTA Formula Funding Official RSTIIP Forecast Phoenix-Mesa-Scottsdale UA

Fiscal Year	January 2025 Forecast
2027	110.0
2028	118.7
2029	121.4
2030	124.4
2031	127.1
Totals	**601.6**

Note: Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.

Table 6. FTA Formula Funding Official RSTIIP Forecast Phoenix West-Goodyear-Avondale UA

Fiscal Year	January 2025 Forecast
2027	10.5
2028	10.3
2029	10.6
2030	10.7
2031	11.0
Totals	**53.1**

Note: Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.

5.0 BUS TRANSIT OVERVIEW

The Bus Transit Program includes regional funding for both transit operations and transit capital. The transit operations components consist of Regional Services and Bus Operating Assistance. A summary of the Bus Transit Program expenditures for the next five Fiscal Years and Phases II - IV of the program is provided below**. Table 7** provides a breakdown of the annual programming allocations for operations by fiscal year/phase.

Table 7. Bus Transit Programming by Fiscal Year/Phase

	PHASE 1				PHASE II		PHASE III	PHASE IV	
	FY 27	FY 28	FY 29	FY 30	FY 31	*FY 32-35*	*FY 36-40*	*FY 41-46*	TOTAL
BUS TRANSIT OPERATIONS									
Regional Services									
Express Bus	$10.5	$6.7	$6.8	$7.0	$7.2	*$31.9*	*$47.3*	*$64.7*	$182.0
ADA	$53.7	$58.4	$67.4	$70.7	$79.8	*$371.0*	*$643.6*	*$1,067.1*	$2,411.7
Regional Services	$22.6	$20.0	$20.5	$21.0	$21.5	*$92.2*	*$131.0*	*$170.5*	$499.2
Subtotal:	**$86.8**	**$85.0**	**$94.7**	**$98.7**	**$108.5**	***$495.1***	***$821.9***	***$1,302.3***	**$3,092.9**
Bus Operating Assistance									
Base Allocation	$112.9	$91.9	$94.0	$96.4	$98.9	*$423.5*	*$601.9*	*$783.3*	$2,302.7
Formula Allocation	$0.0	$34.2	$36.8	$35.6	$37.0	*$173.4*	*$279.3*	*$459.3*	$1,055.7
Circulator Allocation	$0.0	$3.8	$4.1	$4.5	$4.6	*$21.7*	*$34.9*	*$57.4*	$131.0
Seed Allocation	$0.0	$0.0	$0.0	$4.5	$4.6	*$21.7*	*$34.9*	*$57.4*	$123.1
Subtotal:	**$112.9**	**$129.9**	**$134.9**	**$140.9**	**$145.1**	***$640.2***	***$951.0***	***$1,357.5***	**$3,612.5**
BUS TRANSIT CAPITAL									
Bus Purchases	$21.4	$80.3	$82.8	$85.2	$87.8	*$378.3*	*$540.3*	*$751.8*	$2,027.9
Bus Transit Asset Management	$5.2	-	-	-	-	-	-	-	$5.2
Preventive Maintenance	$36.6	$19.4	$19.9	$20.3	$20.8	*$89.3*	*$125.2*	*$173.4*	$502.9
Regional Transit Facilities	-	-	-	-	-	-	-	-	-
Subtotal:	**$63.3**	**$99.8**	**$102.6**	**$105.6**	**$108.6**	***$467.5***	***$665.5***	***$925.2***	**$2,538.1**
TOTAL	**$263.0**	**$314.7**	**$332.3**	**$345.2**	**$362.3**	***$1,602.8***	***$2,438.4***	***$3,584.9***	**$9,243.5**
Regional Services Reserve	*$7.0*	*$7.3*	*$8.4*	*$8.8*	*$9.9*	*$13.6*	*$18.1*	-	
Smoothing Formula Balance	*$8.8*	*$8.8*	*$21.1*	*$20.2*	*$15.7*	*$16.8*	*$24.0*	-	

Note: *Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.*

BUS TRANSIT OPERATIONS

Programming for bus transit operations includes the Operating Assistance and the Regional Services components. A detailed breakdown of the elements by jurisdiction/agency for the next five Fiscal Years and Phases II - IV of the program is provided in **Table 8** below.

Table 8. Bus Transit Operations by Jurisdiction and Fiscal Year/Phase

	Phase I				Phase II		Phase III	Phase IV	
	FY 27	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**FY 32-35**	**FY 36-40**	**FY 41-46**	**TOTAL**
AVONDALE									
Bus Operating Assistance									
Base Allocation	*$2.06*	*$1.80*	*$1.85*	*$1.89*	*$1.94*	*$8.31*	*$11.82*	*$15.38*	**$45.05**
Regional Services									
*ADA Paratransit/RideChoice**	*$0.20*	*$0.22*	*$0.25*	*$0.29*	*$0.31*	*$1.59*	*$2.76*	*$4.18*	**$9.81**
CHANDLER									
Bus Operating Assistance									
Base Allocation	*$14.31*	*$12.19*	*$12.48*	*$12.79*	*$13.12*	*$56.21*	*$79.87*	*$103.96*	**$304.93**
Regional Services									
*ADA Paratransit/RideChoice**	*$2.11*	*$2.29*	*$3.20*	*$2.82*	*$3.78*	*$16.31*	*$27.85*	*$48.20*	**$106.55**
EL MIRAGE									
Regional Services									
*ADA Paratransit/RideChoice**	*$0.03*	*$0.04*	*$0.04*	*$0.04*	*$0.04*	*$0.20*	*$0.33*	*$0.50*	**$1.22**
FOUNTAIN HILLS									
Regional Services									
*ADA Paratransit/RideChoice**	*$0.01*	*$0.01*	*$0.01*	*$0.02*	*$0.02*	*$0.09*	*$0.18*	*$0.33*	**$0.67**
GILBERT									
Bus Operating Assistance									
Base Allocation	*$8.34*	*$7.55*	*$7.73*	*$7.92*	*$8.13*	*$34.81*	*$49.47*	*$64.39*	**$188.36**
Regional Services									
*ADA Paratransit/RideChoice**	*$1.98*	*$2.16*	*$3.37*	*$2.67*	*$3.97*	*$16.46*	*$27.81*	*$49.25*	**$107.68**

	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32-35	FY 36-40	FY 41-46	TOTAL
GLENDALE									
Bus Operating Assistance									
Base Allocation	*$10.30*	*$6.86*	*$7.02*	*$7.20*	*$7.38*	*$31.63*	*$44.94*	*$58.49*	**$173.83**
Regional Services									
*ADA Paratransit/RideChoice**	*$3.24*	*$3.49*	*$3.70*	*$4.19*	*$4.40*	*$21.19*	*$37.27*	*$61.14*	**$138.61**
GOODYEAR									
Bus Operating Assistance									
Base Allocation	*$0.70*	*$0.62*	*$0.64*	*$0.65*	*$0.67*	*$2.88*	*$4.09*	*$5.32*	**$15.58**
Regional Services									
*ADA Paratransit/RideChoice**	*$0.26*	*$0.28*	*$0.30*	*$0.34*	*$0.35*	*$1.70*	*$2.98*	*$4.85*	**$11.04**
LITCHFIELD PARK									
Regional Services									
*ADA Paratransit/RideChoice**	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$0.01*	*$0.02*	*$0.03*	**$0.06**
MARICOPA COUNTY									
Regional Services									
*ADA Paratransit/RideChoice**	*$1.13*	*$1.24*	*$1.37*	*$1.56*	*$1.64*	*$8.14*	*$14.85*	*$25.38*	**$55.30**
MESA									
Bus Operating Assistance									
Base Allocation	*$34.94*	*$29.30*	*$29.98*	*$30.73*	*$31.54*	*$135.05*	*$191.93*	*$249.79*	**$733.26**
Regional Services									
*ADA Paratransit/RideChoice**	*$6.02*	*$6.58*	*$7.18*	*$8.16*	*$8.52*	*$41.80*	*$74.88*	*$125.44*	**$278.58**
PEORIA									
Bus Operating Assistance									
Base Allocation	*$5.55*	*$4.92*	*$5.04*	*$5.17*	*$5.30*	*$22.70*	*$32.26*	*$41.99*	**$122.92**
Regional Services									
*ADA Paratransit/RideChoice**	*$1.36*	*$1.50*	*$3.12*	*$1.87*	*$3.71*	*$13.98*	*$23.10*	*$44.17*	**$92.81**
PHOENIX									
Bus Operating Assistance									
Base Allocation	*$1.26*	*$1.30*	*$1.33*	*$1.36*	*$1.40*	*$6.00*	*$8.52*	*$11.09*	**$32.26**
Regional Services									
*ADA Paratransit/RideChoice**	*$31.33*	*$33.96*	*$37.78*	*$40.61*	*$44.64*	*$208.23*	*$358.09*	*$581.61*	**$1,336.24**

	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32-35	FY 36-40	FY 41-46	TOTAL
SCOTTSDALE									
Bus Operating Assistance									
Base Allocation	*$15.62*	*$13.47*	*$13.79*	*$14.13*	*$14.50*	*$62.09*	*$88.24*	*$114.85*	**$336.69**
Regional Services									
*ADA Paratransit/RideChoice**	*$2.25*	*$2.43*	*$2.58*	*$2.94*	*$3.04*	*$14.69*	*$25.59*	*$41.41*	**$94.93**
SURPRISE									
Regional Services									
*ADA Paratransit/RideChoice**	*$0.02*	*$0.02*	*$0.02*	*$0.03*	*$0.03*	*$0.14*	*$0.28*	*$0.51*	**$1.04**
TEMPE									
Bus Operating Assistance									
Base Allocation	*$18.91*	*$13.17*	*$13.48*	*$13.81*	*$14.18*	*$60.71*	*$86.27*	*$112.28*	**$332.81**
Regional Services									
*ADA Paratransit/RideChoice**	*$3.02*	*$3.33*	*$3.62*	*$4.20*	*$4.33*	*$21.71*	*$39.73*	*$67.81*	**$147.76**
TOLLESON									
Bus Operating Assistance									
Base Allocation	*$0.87*	*$0.68*	*$0.70*	*$0.71*	*$0.73*	*$3.13*	*$4.45*	*$5.79*	**$17.06**
Regional Services									
*ADA Paratransit/RideChoice**	*$0.13*	*$0.14*	*$0.15*	*$0.17*	*$0.18*	*$0.86*	*$1.49*	*$2.38*	**$5.52**
YOUNGTOWN									
Regional Services									
*ADA Paratransit/RideChoice**	*$0.14*	*$0.14*	*$0.18*	*$0.17*	*$0.21*	*$0.90*	*$1.46*	*$2.32*	**$5.52**
VALLEY METRO RPTA									
Regional Services**									
*ADA Paratransit/RideChoice**	*$0.50*	*$0.53*	*$0.55*	*$0.62*	*$0.64*	*$3.00*	*$4.96*	*$7.54*	**$18.34**
Regional Services Support	*$22.60*	*$20.00*	*$20.47*	*$20.98*	*$21.53*	*$92.18*	*$131.00*	*$170.50*	**$499.25**
REGIONAL									
Bus Operating Assistance									
Undistributed Formula Funding	*$0.0*	*$38.04*	*$40.90*	*$44.55*	*$46.22*	*$216.70*	*$349.16*	*$574.18*	**$1,309.75**
Regional Services									
Express Bus	*$10.47*	*$6.67*	*$6.82*	*$6.99*	*$7.17*	*$31.89*	*$47.26*	*$64.71*	**$181.98**
TOTAL	**$199.66**	**$214.96**	**$229.65**	**$239.59**	**$253.63**	**$1,135.27**	**$1,772.90**	**$2,659.76**	**$6,705.42**

Note: *Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.*

**See Appendix A for detailed breakdown of ADA Paratransit & RideChoice amounts.*

***ADA Paratransit funding allocated to Valley Metro RPTA covers trips to and from the Mobility Center.*

BUS OPERATING ASSISTANCE OVERVIEW

The total regional funding to be distributed biannually to eligible agencies consists of two sources: base allocation (or "floor") and a formula-based allocation (or "formula"). Each of these sources is described in detail below.

BASE ALLOCATION

The Proposition 479 TLCP approved by the MAG Regional Council on September 23, 2026, established the base allocation to ensure member agencies continued to receive a minimum funding "floor" amount to maintain the region's financial commitment to ongoing fixed-route service supported under Proposition 400. The revenue mile baseline reflects the regionally committed FY 2025 service levels identified in the FY 2019 TLCP, approved by the Valley Metro Board on September 19, 2019. Proposition 479 bus operating assistance is built on the principle that bus transit will be funded through a combination of sources with a continued reliance on local funding to enable transit service. Base allocation by jurisdiction is summarized in the table above. See Proposition 479 Policies & Procedures for further details on the establishment of the base allocation.

The FY 2027 base allocation was calculated by applying the 2026 contractor rates (as shown in **Figure 3** below) to the approved, regionally-committed revenue miles, net of the FY 2025 fare recovery rate, inflated to $2027 dollars.

Figure 3: Base Allocation Inputs

Contractor Rates	2020	2025	2026
City of Phoenix – Transdev North/South (local/circulator)	$8.33	$9.80	$10.41
City of Phoenix – Transdev West (local/circulator)	$7.85	$9.66	$12.40
Valley Metro – East Valley (local)	$6.97	$10.28	$11.32

Average Actual Fare Recovery %*	2020	2024	2025
	12.6%	5.3%	6.3%

**Average fare recovery calculated based on regionally funded routes included as part of the preliminary base allocation calculation.*

Since the base allocation represents a fixed point-in-time funding baseline, beginning in FY 2028, the final base allocation will remained fixed throughout the life of Proposition 479, subject only to the applicable inflation adjustment consistent with the approved Policies and Procedures. Changes in contract rates, service levels, farebox recovery, or other operating cost assumptions will not result in a recalculation of the base allocation. Information on the inflation factors used to develop the annual allocation amounts over the life of the 20-year program as per the approved FY 2027 Proposition 479 TLCP is as follows:

Sourced from the US Department of Labor, Bureau of Labor Statistics website at www.bls.gov/cpi, under CPI Data. The specific series used for calculating inflation is:

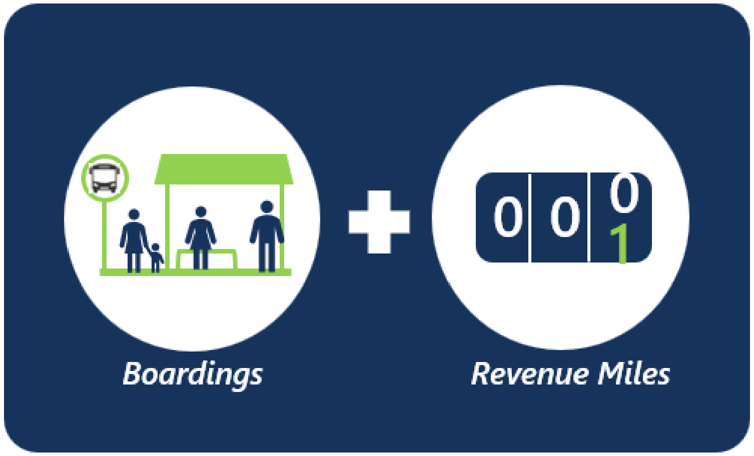
Series Id: CUUR0400SA0 - Not Seasonally Adjusted
Series Title: All items in West urban, all urban consumers, not seasonally adjusted
Area: West
Item: All items
Base Period: 1982-84=100CUUR0400SA0

The annual inflation factor shall be calculated using the year-over-year change in the selected CPI-U series for the most recent September-to-September period available when the annual update is prepared.

As evidenced in **Figure 3**, the base allocation has increased significantly compared to the original RSTIIP, far outpacing inflation and the growth in available PTF revenue. This growth is primarily driven by higher contract rates and lower fare recovery rates as compared to when the original RSTIIP was drafted. Contract rates remain above pre-COVID levels but align with peer agencies, reflecting a new operating baseline. Valley Metro’s Bus Network Redesign (BNR) effort is working to maximize operational efficiencies, but challenges will persist if increases in contract rates continue to outpace inflation.

FORMULA ALLOCATION

Figure 4: Formula Performance Variables

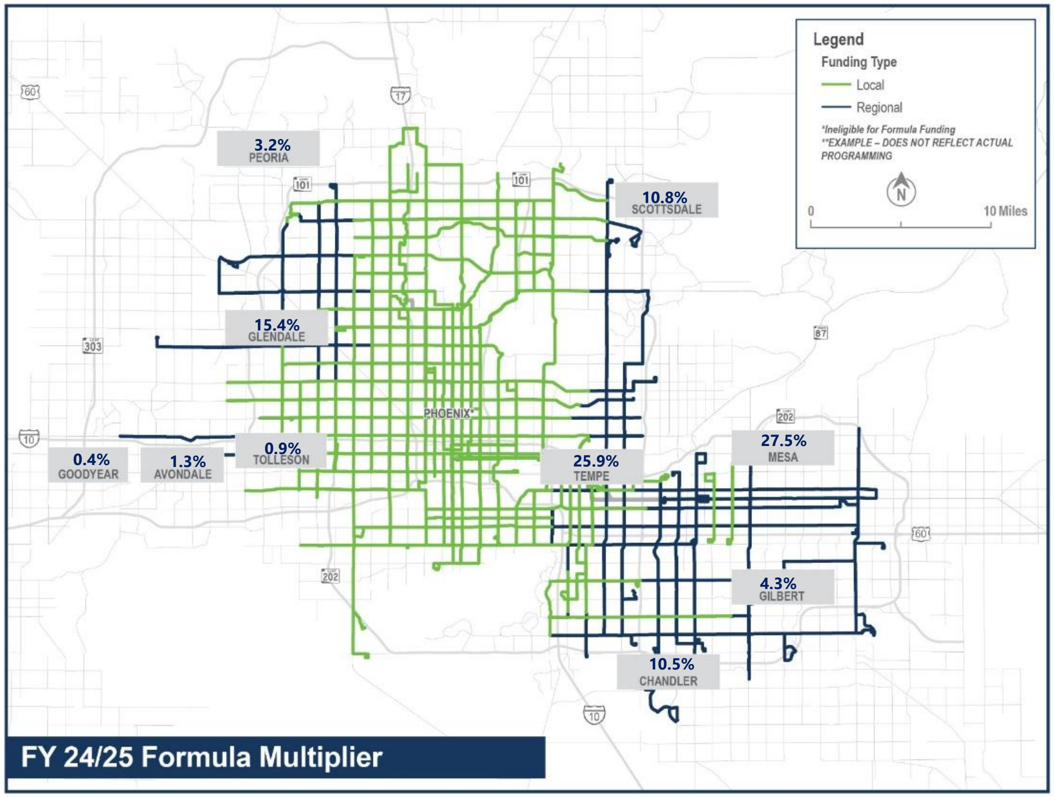


The formula allocation supplements the base allocation by providing additional regional funding for eligible fixed route service based on actual transit performance. Formula funding is allocated on a biennial cycle using two equally weighted performance variables: (1) actual annual vehicle revenue miles, and (2) actual annual passenger boardings. Performance data from the two most recent fiscal years are used to establish each eligible jurisdiction's share of the available formula funding. The formula funding pool also includes set-asides of up to 10 percent for eligible circulator service and up to 10 percent for competitively awarded seed funding to support emerging transit markets.

To provide greater predictability in annual formula funding, a percent of the total formula funding available each year is reserved in a formula stabilization fund. The fund is used to smooth changes in formula allocation amounts over the life of Proposition 479, including providing stability within each biennial formula cycle. Because formula multipliers are established for a two-year period, the stabilization fund helps ensure that the second-year formula allocation can remain fixed even if available revenues or other program expenditures change during the annual TLCP update process.

For FY 2027, agency-level bus operating assistance allocation is established as a value that is the greater of each agency’s FY 2026 allocation (representing a continuation of Proposition 400-era funding) or an agency's bus operating assistance amount based on a $23.7 million formula pool. The formula pool is distributed based on each agency's current formula multiplier, using performance data from FY 2024 and FY 2025 as reflected in the tables and map below.

Figure 5. Formula Multiplier Breakdown



	FY 2024 Performance Data			FY 2025 Performance Data			
Jurisdiction	Miles	Boardings	Total	Miles	Boardings	Total	**Average**
Avondale	164,403	52,251	216,654	172,415	77,732	250,147	*233,401*
Chandler	1,240,425	586,787	1,827,212	1,240,345	671,079	1,911,424	*1,869,318*
Gilbert	614,605	141,469	756,074	614,590	157,393	771,983	*764,029*
Glendale	1,544,043	1,137,118	2,681,161	1,598,098	1,206,580	2,804,678	*2,742,920*
Goodyear	50,119	11,762	61,881	50,493	33,199	83,692	*72,787*
Mesa	2,853,702	2,048,949	4,902,651	2,843,354	2,071,097	4,914,451	*4,908,551*
Peoria	390,583	157,211	547,794	419,434	184,788	604,222	*576,008*
Scottsdale	1,317,656	577,042	1,894,698	1,322,164	624,193	1,946,357	*1,920,528*
Tempe	2,470,860	1,854,190	4,325,050	2,480,567	2,438,362	4,918,929	*4,621,990*
Tolleson	89,652	55,917	145,569	108,226	57,180	165,406	*155,488*
Total	10,736,048	6,622,696	17,358,744	10,849,686	7,521,603	18,371,289	17,865,016

Table 9. FY 2027 Bus Operating Assistance

	Proposition 400 Continuation		Proposition 479 Framework				
			BASE ALLOCATION		*FORMULA ALLOCATION*		
	Miles	**Total**	**Miles**	**Amount**	**Multiplier**	**Amount**	**Total**
Avondale	185,032	$1,767,995	150,737	$1,751,547	**1.3%**	$309,633	*$2,061,180*
Chandler	1,301,000	$13,373,815	1,115,363	$11,830,475	**10.5%**	$2,479,865	*$14,310,341*
Gilbert	624,292	$6,667,704	690,859	$7,327,835	**4.3%**	$1,013,571	*$8,341,406*
Glendale	747,494	$7,582,761	636,812	$6,662,522	**15.4%**	$3,638,798	*$10,301,320*
Goodyear	59,360	$607,896	52,153	$606,017	**0.4%**	$96,560	*$702,577*
Mesa	2,716,965	$28,321,239	2,680,032	$28,426,667	**27.5%**	$6,511,758	*$34,938,425*
Peoria	378,017	$3,766,826	450,245	$4,782,201	**3.2%**	$764,141	*$5,546,341*
Phoenix	112,750	$0	118,982	$1,262,020	**0.0%**	$0	*$1,262,020*
Scottsdale	1,314,591	$13,559,761	1,218,425	$13,074,789	**10.8%**	$2,547,801	*$15,622,590*
Tempe	1,382,131	$13,930,705	1,204,681	$12,777,857	**25.9%**	$6,131,601	*$18,909,458*
Tolleson	55,180	$641,187	56,788	$659,866	**0.9%**	$206,272	*$866,139*
Total	**$8,876,812**	**$90,219,889**	**$8,375,076**	**$89,161,796**		**$23,700,000**	**$112,861,796**

Note: *Amounts expressed in year-of-expenditure ($YOE) basis.*

REGIONAL SERVICES OVERVIEW

Regional Services Program provides dedicated funding for eligible regional express bus service, Americans with Disabilities Act (ADA) complementary paratransit service, and regional services support. These services are funded outside jurisdictional operating-assistance allocations in accordance with defined program eligibility and reimbursement requirements.

Express Bus: The region will fully fund the cost of regional express bus services through a dedicated funding set-aside for all regional express bus services originating outside the City of Phoenix (in the inbound direction). RAPID services operated by the City of Phoenix and funded through Phoenix's T2050 Transportation Program are not eligible for regional express bus funding. Regional express bus services is being implemented through the framework established in the MAG Express Bus Study (2025), to develop and maintain an efficient network that meets current and future market conditions.

ADA Service: All trips that meet the strict federal definition of ADA service are fully funded by the region. Federal requirements include 1) trip must begin and end within ¾ miles of fixed-route services and light rail stations, 2) trip occurs during the operating hours of fixed-route and light rail services, and 3) passengers must be ADA certified. To further incentivize cost containment, RideChoice trips are eligible for reimbursement, provided they meet the ADA eligibility criteria. Agencies may choose to use local funds to provide enhanced paratransit services that go above-and-beyond what is mandated by the ADA, but these services are not eligible for regional funding.

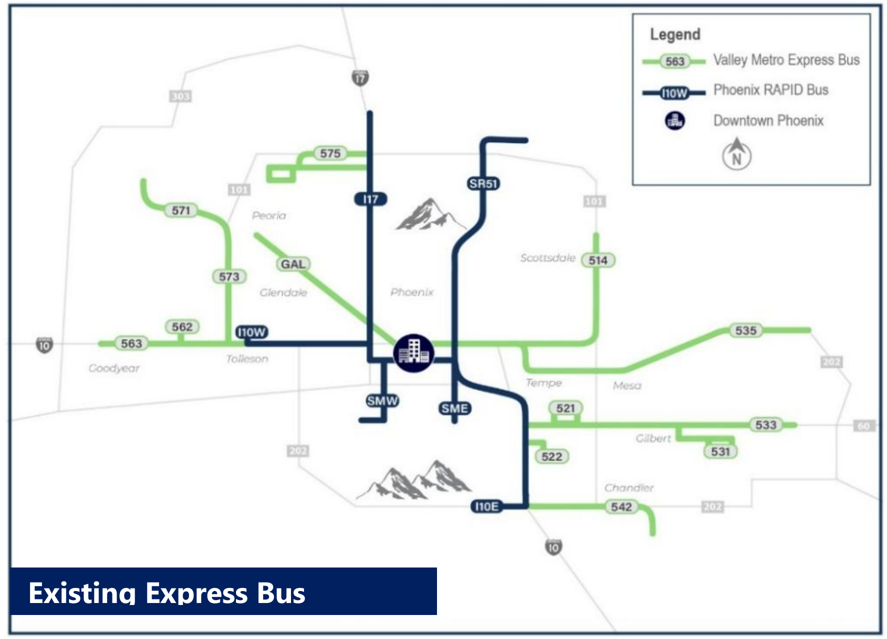
Regional Services Support: An annual allocation for regional services support is a fixed financial commitment for eligible expenditures including regional safety and security, the regional call center, the Regional Mobility Center, and other activities to support regional transit operations.

Express bus and ADA service represent regional funding commitments under the TLCP. Unlike program elements where costs above an approved allocation are the responsibility of the implementing agency, the region remains responsible for eligible costs associated with these services. Because actual costs may vary from programmed amounts, there are dedicated reserve balances are maintained for ADA and express bus service equal to 12.5 percent and 5 percent of estimated annual costs, respectively. Following each fiscal year, actual eligible expenditures are reconciled against programmed amounts. Eligible costs above programmed amounts first draw from the applicable reserve before additional regional funding is considered through the annual TLCP update or MAG committee process. Savings are first used to restore the applicable reserve, with remaining savings retained within the program for future regional programming.

EXPRESS BUS SERVICE OVERVIEW

The Express Bus Service funding set-aside is intended to support regional travel demand in congested corridors and facilitate the development of an efficient express bus network. Implementation of express services change concepts will be developed through the Valley Metro BNR / Short Range Transit Program (SRTP) updates, which identifies service improvements for the next five-year period to be implemented though the agency's bi-annual service change process. This planning process will identify express routes that can be optimized or don't meet market demand, to allow for the savings to be reinvested towards more productive service, serving future markets identified through the 2025 MAG Express Bus Study. Annual change concepts are finalized through an iterative planning process led by MAG in cooperation with Valley Metro, ensuring alignment with the study framework. The existing express bus network as of FY 2027 is illustrated in **Figure 6**.

Figure 6. 2027 Regional Express Bus Service



For FY 2027, $10.5 million has been programmed to continue existing express service. Applying the framework from the MAG Express Bus Study, express bus program efficiencies are being planned for implementation in FY 2028 to address network challenges associated with travel markets, ridership, and operations cost. The plan includes consolidation of trips to higher demand regional corridors. Benefits of service consolidation include:

1. Adds trips for each corridor while providing operating cost savings.
2. Builds travel market for all-day or two-way service.
2. Addressed short term funding availability.
3. Creates an efficient regional express bus network that serves market demand.
4. Eliminates unproductive service.

In August 2026, the Management Committee approved an assumption that optimization of the regional express bus network will reduce annual operating costs by $2 million beginning in FY 2028. The TLCP also assumes an additional $2 million in annual savings from economies of scale associated with consolidating West Valley express bus operations with an existing operations contract. Taken together, the FY 2027 TLCP assumes a $4 million annual reduction in express bus funding relative to baseline levels beginning in FY 2028.

MAG EXPRESS BUS STUDY (2025)

Using the MAG Regional Travel Demand Model high-demand travel corridors, or corridors with the highest total trip origins and trip destinations, were identified as potential corridors for express bus investment. The study did not develop a regional express bus plan, rather it established a framework to guide future planning and implementation. The study included the evaluation of four regional express bus scenarios applying the concepts of consolidating express services in high-demand corridors, connecting regional destinations and mobility hubs, and operating two-way, all-day express bus service. A summary of the scenarios tested is depicted in **Figure 7** and a map of the Express Bus Markets identified is provided in **Figure 8**.

Figure 7. Exhibit of Corridors Evaluated

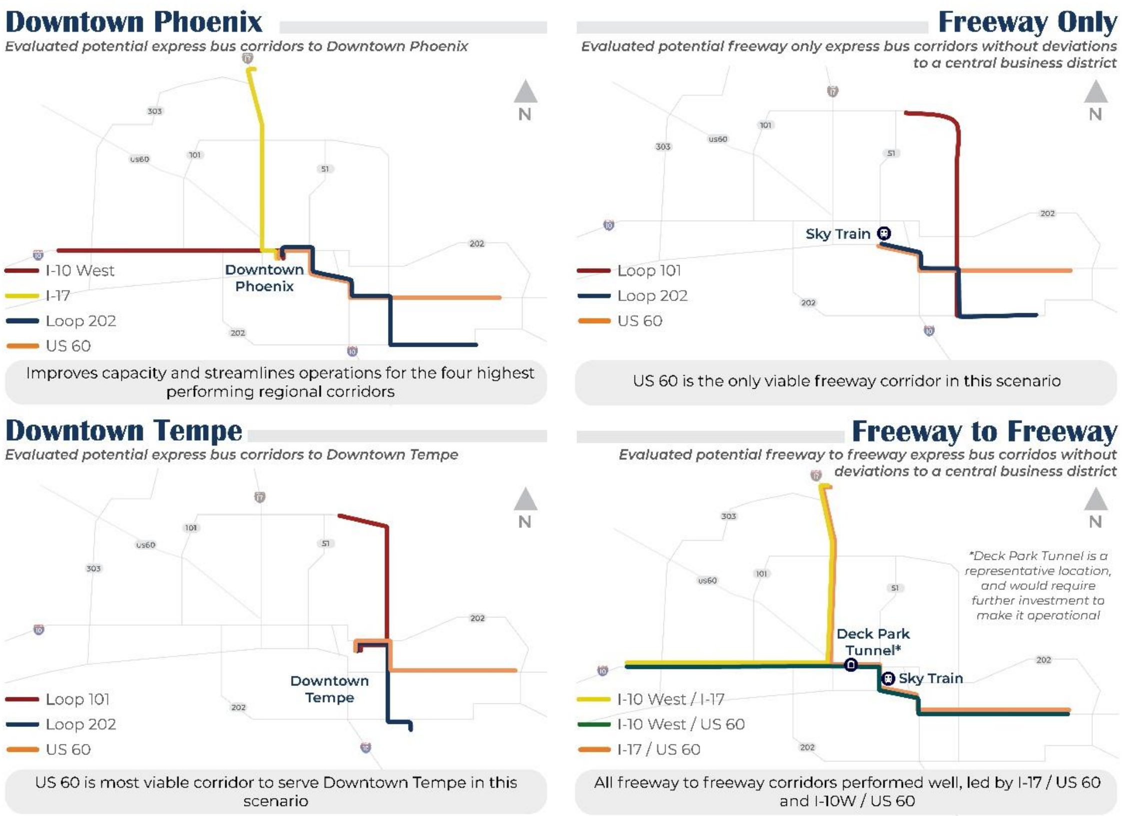
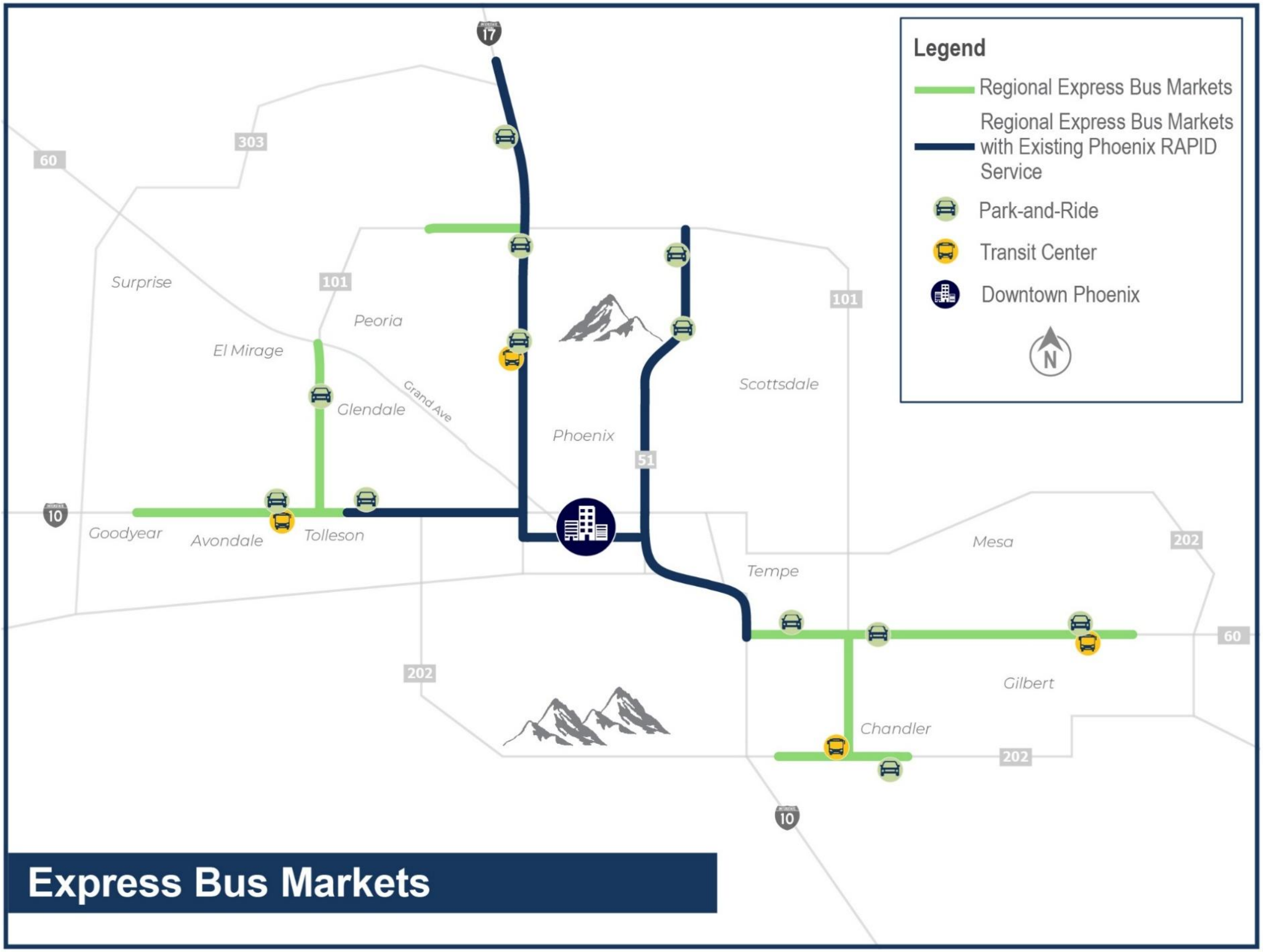


Figure 8. Express Bus Markets



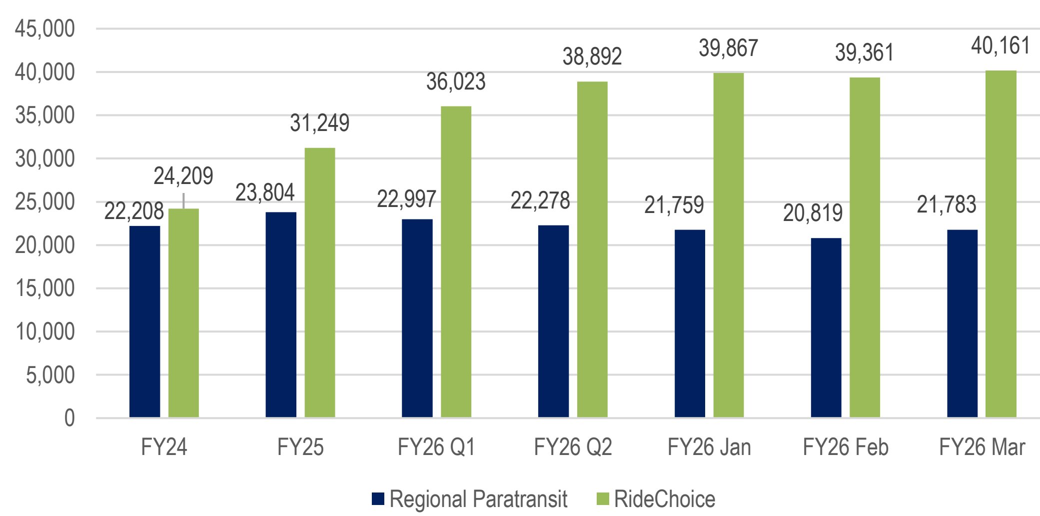
ADA SERVICE OVERVIEW

As previously noted, only trips that meet the strict federal definition of ADA service will be fully funded by the region per Proposition 479 policy. Jurisdictions that currently offer expanded eligibility (e.g., through passenger eligibility or expanded service areas) may still choose to provide these services, but they must be funded locally. As part of the TLCP annual update process, the annual ADA service allocation is revised to reflect the latest trip demand projections and cost estimates from service operators (cites of Glendale, Peoria, Phoenix and Valley Metro). Future year costs are escalated at an assumed rate of 4% each year. In addition to inflationary adjustments, future year allocations are escalated an additional 5 percent in three years of the 20-year life cycle to account for potential increase in program costs from contract renewals or other economic inputs. The 5 percent cost increase is initially applied in fiscal year 2030 and re-applied every five years through fiscal year 2046. For long-term programming of the annual ADA allocation, a gradual stabilization in the year-over-year ADA trip growth is assumed, as directed by the MAG Management Committee in August 2026. Cost and demand containment strategies and concepts will be developed through Valley Metro's accessible transit service planning processes. Programming assumptions shall be updated to incorporate the implementation plan for cost containment strategies.

For FY 2027, $53.7 million has been programmed for ADA. A summary of FY 2027 funds programmed for ADA by agency is provided in the Bus Operations Overview Section. Through the TLCP annual update process, programming assumptions for ADA costs will continue to be actively monitored and refined based on latest available trip and ridership data. Ridership trends for Valley Metro regional paratransit and RideChoice services are depicted in **Figure 9**.

Figure 10 depicts the initial ADA Paratransit/RideChoice annual passenger trip growth estimates for the 20-year TLCP in comparison to the recalibrated growth estimates, which have been incorporated in the FY 2027 TLCP.

Figure 9. Average Monthly Ridership - Valley Metro Regional Paratransit & RideChoice



Initial ridership estimates were based on the continuation of recent trends and paratransit operator input. The 2026 recalibrated annual passenger trip growth estimate reflects the trip trends based on the final assumptions made, as detailed in the paragraph above. This graph will be updated with each annual Proposition 479 TLCP update to reflect actual ridership from the most recent fiscal year.

Figure 10. Projected ADA Paratransit/RideChoice Trip Growth

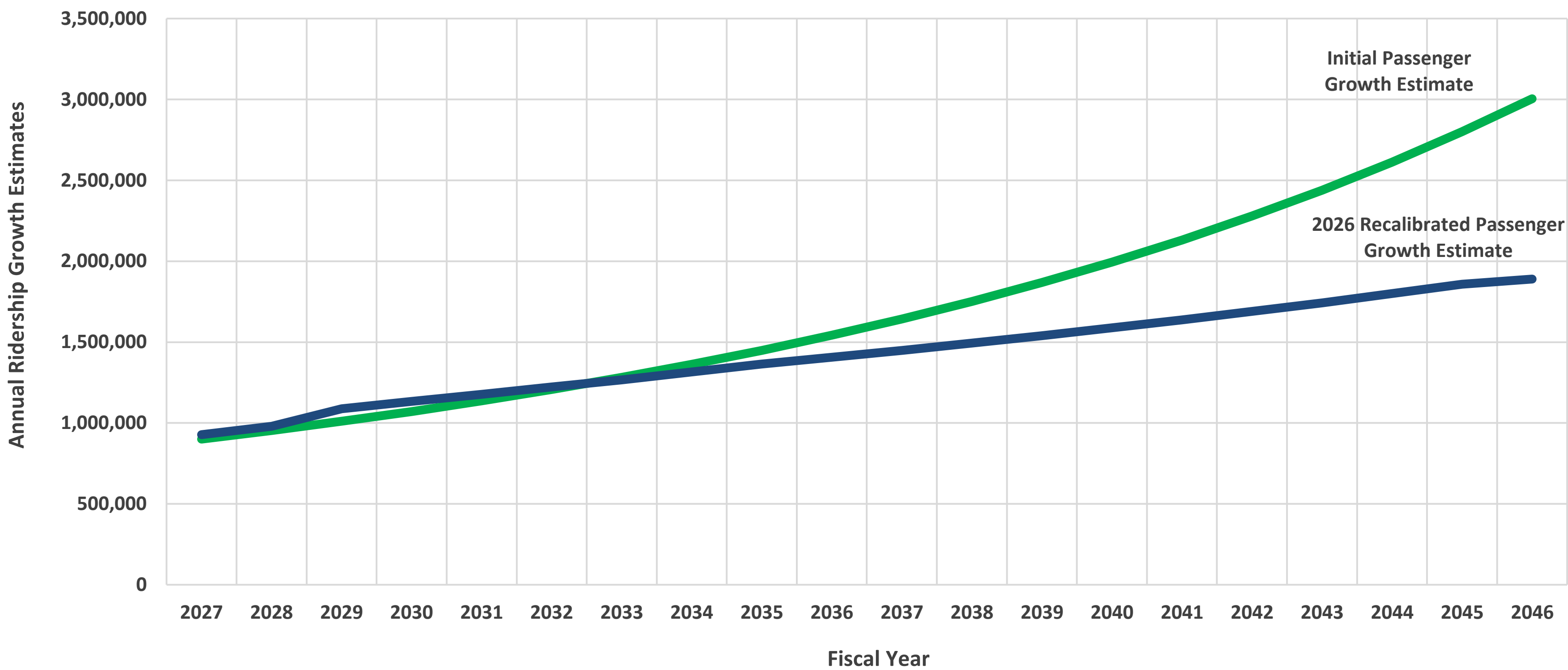
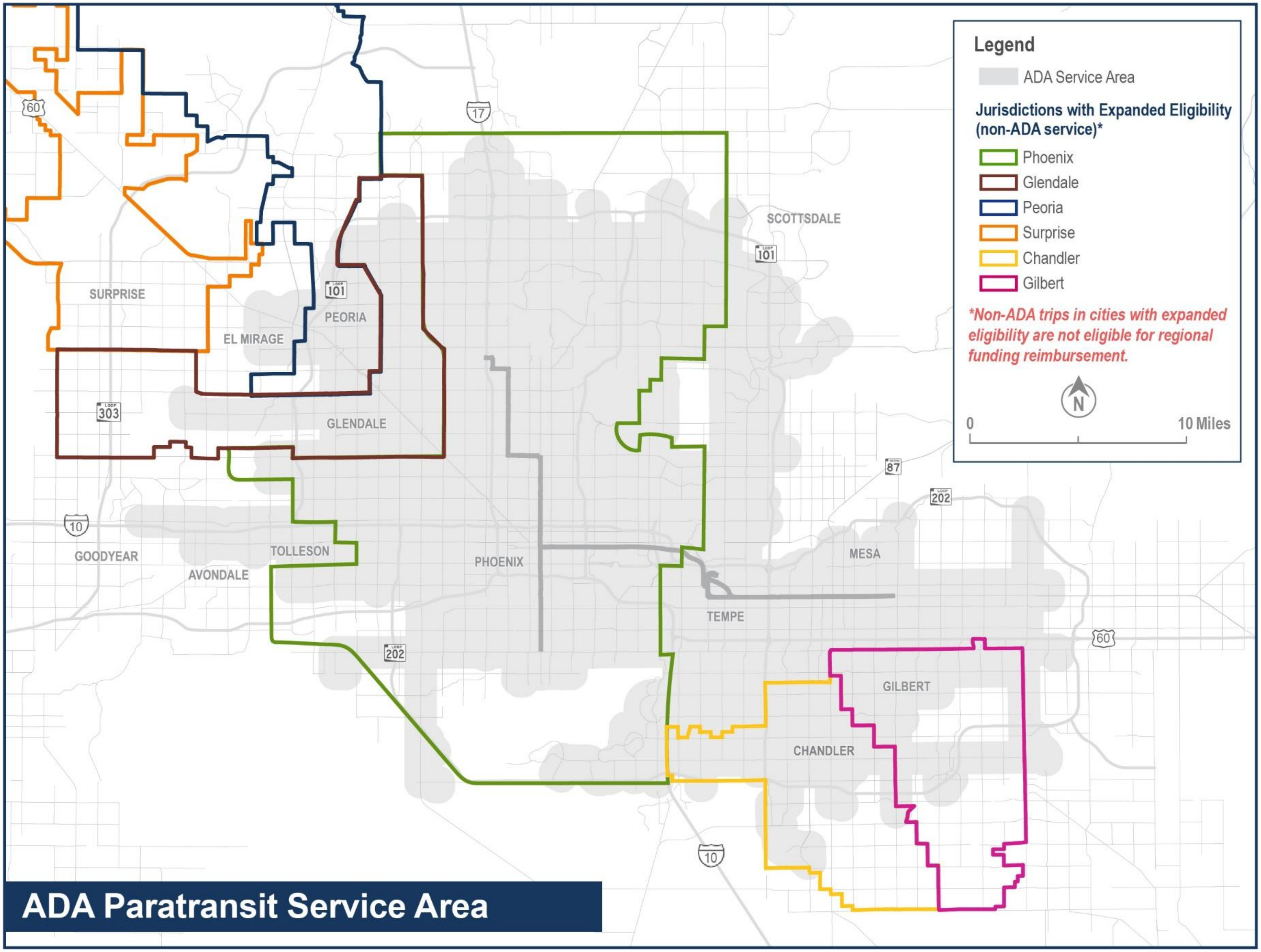


Figure 11. ADA Paratransit Service Area



REGIONAL SUPPORT SERVICE OVERVIEW

Regional transit operation support elements, including regional safety and security, the regional transit call center, the Regional Mobility Center (ADA certification facility), and activities to support regional transit operations, are funded by the region through a set-aside allocation as a fixed financial commitment. The total annual allocation is applied to specific expenditure line items as part of Valley Metro's annual operating and capital budget development process.

For FY 2027, $22.6 million has been programmed for Regional Services Support. This funding level, which matches the budget approved by the Valley Metro Board of Directors in May 2026, will be provided to Valley Metro for continuation of providing regional services support.

The regional funding commitment is set to $20 million per fiscal year (in 2028 dollars). As part of the TLCP annual update process, the annual regional services support allocation will be revised to reflect the latest inflationary assumptions in accordance with the Proposition 479 TLCP Policies and Procedures. Any increases above inflationary adjustments must first be approved through the MAG committee process, either as part of the TLCP annual update or through a stand-alone item.

BUS CAPITAL OVERVIEW

The Bus Capital Program includes regional funding for four primary elements: Bus Purchases, Transit Asset Management, Preventive Maintenance, and Regional Facilities. These elements are described briefly below:

Bus Purchases: the region will fund 100 percent of bus purchases using a combination of federal formula funds and sales tax revenue funds (match), consistent with the RSTIIP planning principles and policies. MAG is working with operators to identify necessary bus purchases and will follow the traditional Program of Projects (POP) process outlined in the approved Regional Programming Guidelines for Federal Transit Formula Funds.

Transit Asset Management: the region will fund up to 100 percent of eligible transit asset management items through a combination of federal formula funds and sales tax revenue funds. Funding will be programmed through a periodic, regional planning process. No funding has been programmed in FY 2027 for bus transit asset management other than specific projects identified through the traditional POP process.

Preventive Maintenance: consistent with the RSTIIP planning principles and policies, 25 percent of the region's 5307 funds will be programmed for preventive maintenance.

Regional Transit Facilities: funding for regional transit facilities (e.g., park-and-rides, transit centers) will be programmed through a formal discretionary funding program based on regional planning efforts in coordination with Valley Metro. Park-and-rides and transit centers have a 20 percent local match requirement. No funding has been programmed in FY 2027 for regional transit facilities other than specific projects identified through the traditional POP process.

For FY 2027, $63.3 million has been programmed for Bus Capital, in alignment with the FY 2026 Programming of Projects. A summary of the Bus Capital expenditures for the next five Fiscal Years and Phases II - IV of the program is provided in **Table 10**. Future year bus capital amounts representing planning level assumptions will be updated as the comprehensive Proposition 479 Bus Capital Program is developed for incorporation into the FY 2028 TLCP. The location of existing Bus Capital facilities are depicted in **Figure 12**.

Table 10. Bus Capital Programming by Fiscal Year/Phase

	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32-35	FY 36-40	FY 41-46	TOTAL
BUS PURCHASES	**$21.44**	**$80.34**	**$82.75**	**$85.23**	**$87.79**	**$378.30**	**$540.32**	**$751.76**	**$2,027.94**
Local Fixed Route Service	*$12.29*								$12.29
Phoenix	*$12.29*								
Express Service	-								-
Demand Response Service	$6.27								$6.27
Avondale	*$2.24*								
Goodyear	*$1.29*								
Peoria	*$0.74*								
Valley Metro RPTA	*$2.00*								
Other	$2.89								$2.89
Valley Metro RPTA	*$2.89*								
Unprogrammed	-	$80.34	$82.75	$85.23	$87.79	$378.30	$540.32	$751.76	$2,006.49
TRANSIT ASSET MANAGEMENT	**$5.22**								**$5.22**
Program Administration	$1.62								$1.62
Phoenix	*$1.62*								
Equipment	$1.60								$1.60
Phoenix	*$1.60*								
O&M Facilities	-								-
Other Supporting Infrastructure	$2.00								$2.00
Valley Metro RPTA	*$2.00*								
PREVENTATIVE MAINTENANCE	**$36.62**	**$19.4**	**19.9**	**$20.3**	**$20.8**	**$89.3**	**$125.2**	**$173.4**	**$504.9**
Bus Transit Service	$36.62								$36.62
Avondale	*$0.20*								
Glendale	*$0.21*								
Goodyear	*$0.08*								
Peoria	*$0.06*								
Phoenix	*$25.74*								
Scottsdale	*$0.29*								
Valley Metro RPTA	*$10.04*								
Unprogrammed	-	$19.4	$19.9	$20.3	$20.8	$89.3	$125.2	$173.4	$468.3

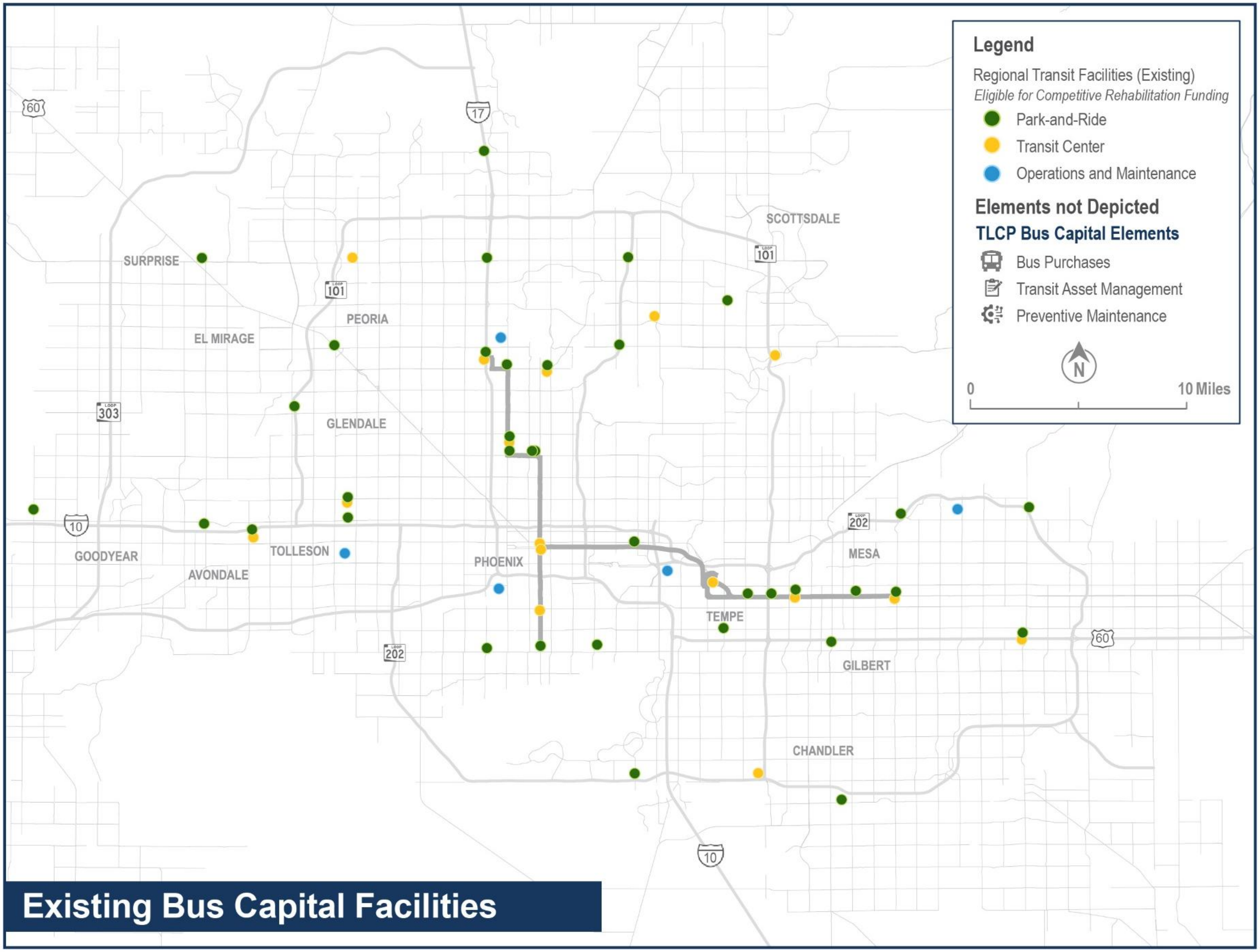
	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32-35	FY 36-40	FY 41-46	TOTAL
REGIONAL FACILITIES	**$0.02**								**$0.02**
New Facilities									
Facility Upgrades	$0.02								$0.02
Goodyear	*$0.02*								
OTHER	**$52.82**	**$64.52**	**$84.13**	**$101.63**	**$118.86**	**$191.08**	**$281.64**	**$403.48**	**$403.48**
Unprogrammed	*$52.82*	*$64.52*	*$84.13*	*$101.63*	*$118.86*	*$191.1*	*$281.6*	*$403.5*	*$403.48*
TOTAL	**$116.13**	**$248.24**	**$290.76**	**$329.17**	**$367.18**	**$938.97**	**$1,353.98**	**$1,905.52**	**$2,941.60**

Note: *Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.*

BUS CAPITAL ASSET INVENTORY OVERVIEW

This page is reserved for tracking bus capital inventory information to track regional investments associated with managing and maintaining bus capital. Once the future capital plan development has been completed, this section will be updated to reflect the details as the baseline for programming bus capital investments over the life of Proposition 479.

Figure 12. Existing Bus Capital Facilities



6.0 HIGH-CAPACITY TRANSIT OVERVIEW

As part of the RSTIIP development efforts, a total of nine High-Capacity Transit projects were identified as part of the funded program (2026-2046), while an additional two projects were identified the unfunded phase V (2047-2050), beyond the funding horizon of Proposition 479. These projects are regionally supported by a combination of the Proposition 479 collections and federal formula funds allocated to the region. With the passage of SB 1102, Proposition 479 sales tax funding cannot be used for light rail and streetcar expansion.

The TLCP provides information for each project spanning the 20-year funding horizon of the Proposition 479 sales tax, including location, regional funding, year of work, type of work, status of project and the lead agency. For projects requiring funding beyond the regional reimbursement identified in the TLCP, remaining costs are expected to be funded through local resources and, where eligible, discretionary federal grant funding, including the FTA Capital Investment Grant (CIG) Program. These funding sources are not reflected in the TLCP.

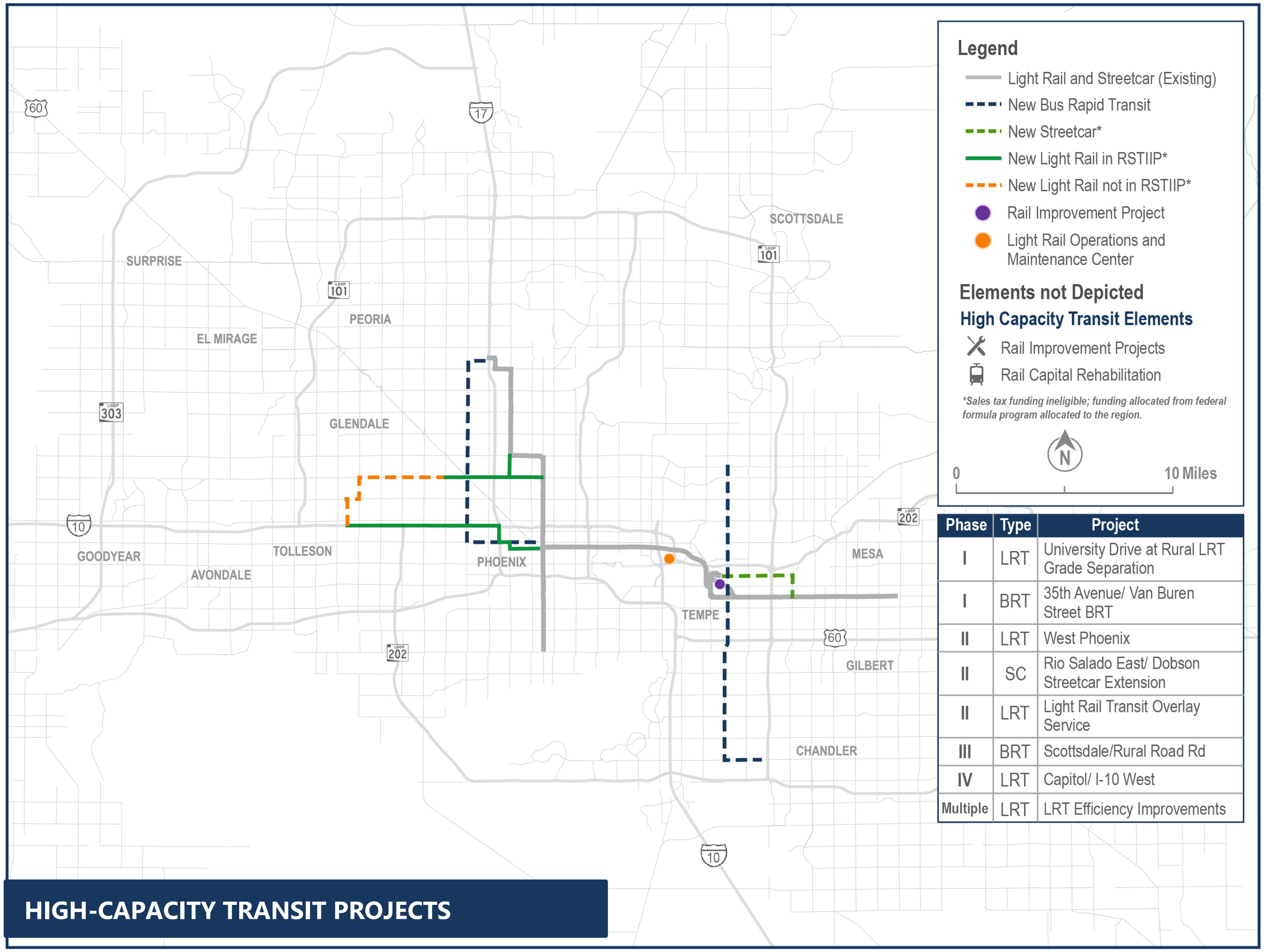
For FY 2027, $64.8 million has been programmed for High-Capacity Transit. A summary of the High-Capacity Transit Program expenditures for the next five Fiscal Years and Phases II - IV of the program is provided in Error! Not a valid bookmark self-reference. and the projects are illustrated in **Figure 13**.

Table 11. High-Capacity Transit Programming by Fiscal Year/Phase

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032-35	FY 2036-40	FY 2041-46	Total
HIGH-CAPACITY TRANSIT									
EXPENDITURES									
Rail Improvement Projects	$0.00	$0.00	$0.00	$5.41	$14.47	$197.42	$150.38	$0.00	$367.68
Critical State of Good Repair	$29.83	$34.85	$37.83	$33.72	$17.49	$279.00	$308.42	$609.31	$1,350.46
Light Rail and Streetcar	$35.00	$8.84	$18.07	$0.00	$15.76	$149.03	$11.69	$197.92	$436.31
Bus Rapid Transit	$0.00	$36.89	$25.17	$104.64	$104.64	$236.55	$602.23	$554.84	$1,664.96
Unprogrammed	*$133.63*	*$194.18*	*$259.09*	*$266.36*	*$270.21*	*$97.53*	*$42.95*	*$131.98*	*$131.98*
Total	**$198.46**	**$274.76**	**$340.16**	**$410.13**	**$422.57**	**$959.53**	**$1,115.67**	**$1,494.05**	**$3,951.38**

Note: *Amounts expressed in millions of dollars, in year-of-expenditure ($YOE) basis.*

Figure 13. High-Capacity Transit



Phase	Type	Project
I	LRT	University Drive at Rural LRT Grade Separation
I	BRT	35th Avenue/ Van Buren Street BRT
II	LRT	West Phoenix
II	SC	Rio Salado East/ Dobson Streetcar Extension
II	LRT	Light Rail Transit Overlay Service
III	BRT	Scottsdale/Rural Road Rd
IV	LRT	Capitol/ I-10 West
Multiple	LRT	LRT Efficiency Improvements

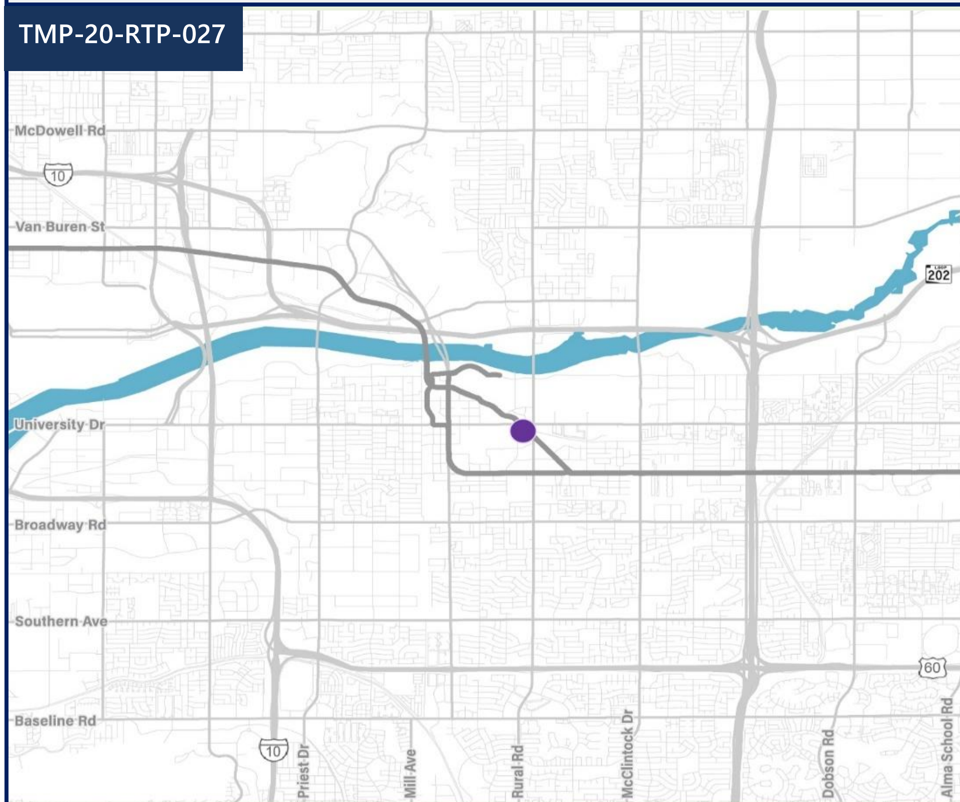
University Drive at Rural Road

PROJECT STATUS
Study

REGIONAL REIMBURSEMENT*
$94,249,399 ($YOE)

PROJECT TYPE
Rail Improvement

TMP-20-RTP-027



PROJECT SCOPE:

The exact scope of the project will be defined by MAG's Rural Road and University Drive Grade Separation Feasibility Study, currently underway. The current project is planned to re-construct and elevate a light rail segment crossing University Drive, Rural Road, and the signalized intersection of Terrace Road and a driveway just southeast of the Rural Road/Terrace Road intersection. This will result in a grade separation of light rail service from vehicular, pedestrian and bicycle traffic on both University Drive and Rural Road. The project also includes an elevated light rail station platform to be re-constructed at the existing at-grade location on the southwest corner of University Drive and Rural Road.

PLANNED
2027

PHASE I
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$5.4	$11.1	$9.5	$68.3

Federal formula funding only

Capitol/I-10 West Phase II

PROJECT STATUS
Planned

REGIONAL REIMBURSEMENT*
$209,263,798 ($YOE)

PROJECT TYPE
LRT Extension

PHX-20-RTP-037

PROJECT SCOPE:

The scope of the project is to extend light rail service west from downtown Phoenix, along I-10 to the 79th Avenue/I-10 Park-and-Ride. A need was projected for HCT in this corridor to address forecasted growth in population and employment in the area, as well as the projected increase in traffic congestion along the corridor. Further study will be completed in the I-10 West corridor to inform the specific scope of this project.

PLANNED
2027

PHASE IV
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$11.7	$23.9	$20.4	$153.3

Federal formula funding only

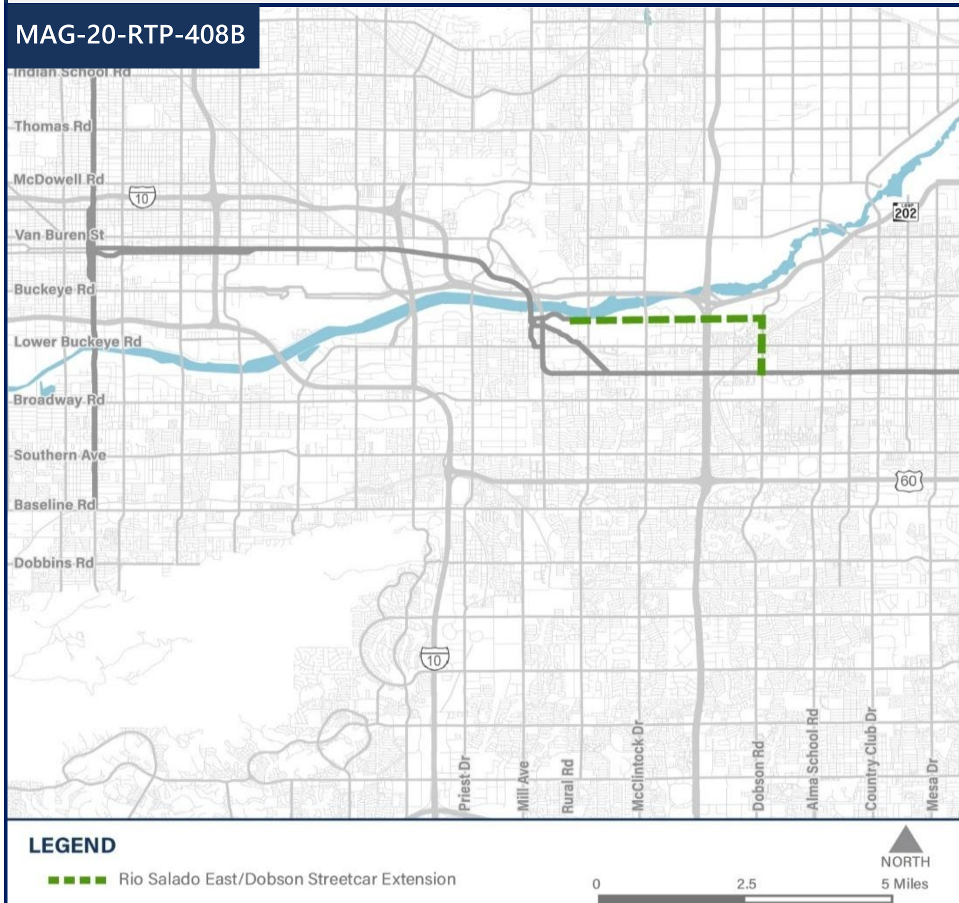
Rio Salado East/Dobson Road

PROJECT STATUS
Predesign & Environmental

REGIONAL REIMBURSEMENT*
$156,529,783 ($YOE)

PROJECT TYPE
Streetcar Extension

MAG-20-RTP-408B



PROJECT SCOPE:

The scope of this project is to construct a streetcar extension. The project would extend from the existing eastern terminus at the Tempe Streetcar along Rio Salado Parkway to Dobson Road and then north-south between Rio Salado Parkway and Main Street. The end of the streetcar would intersect with the existing light rail. The scope of the project aligns with the Tempe/Mesa Streetcar Feasibility Study completed by Valley Metro in July 2020.

PREDESIGN
2027

PHASE II
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$9.5	$19.4	$16.5	$111.2

Federal formula funding only

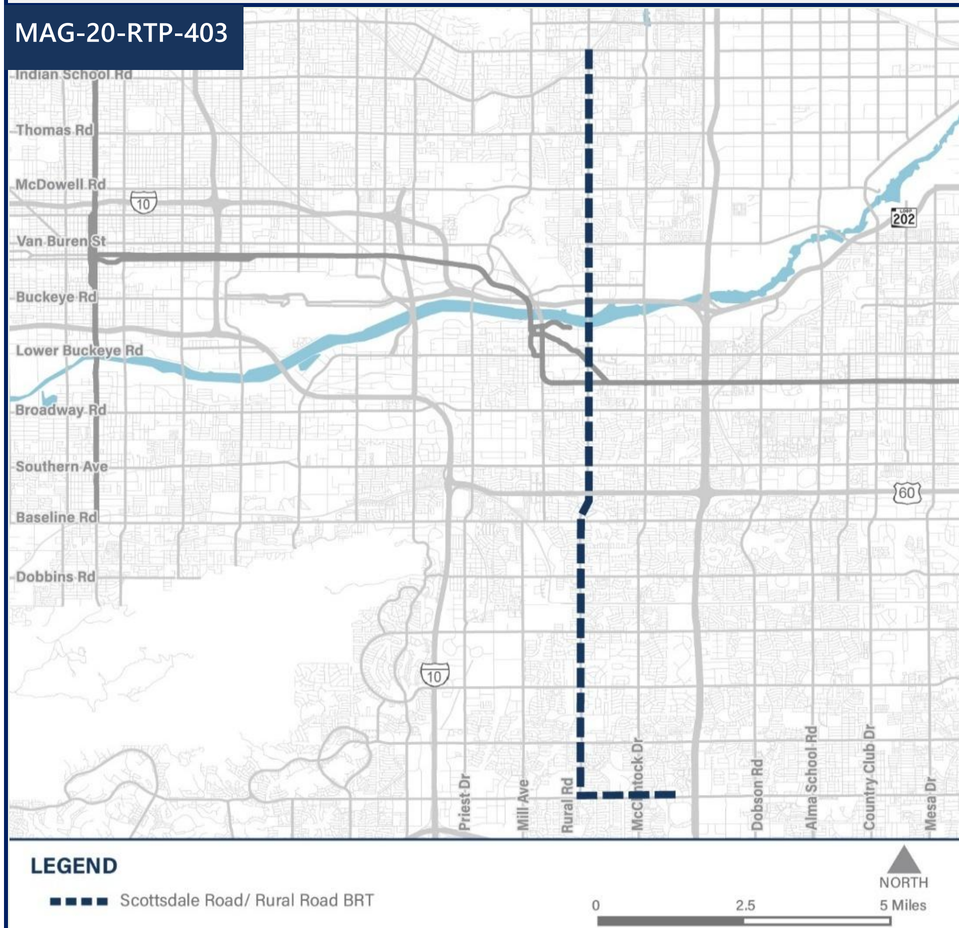
Scottsdale Road/Rural Road

PROJECT STATUS
Planned

REGIONAL REIMBURSEMENT
$1,015,143,904 ($YOE)

PROJECT TYPE
BRT

MAG-20-RTP-403



PROJECT SCOPE:

The scope of this project is to construct a Bus Rapid Transit (BRT) corridor with associated arterial street improvements, enhanced stations, and includes the purchase of dedicated BRT vehicles. This project would operate north-south along Scottsdale and Rural roads between approximately Camelback Road and Chandler Boulevard and east-west along Chandler Boulevard between Rural and Price roads. The project is located in the cities of Scottsdale, Tempe, and Chandler.

2027
PLANNED

PHASE III
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$49.8	$99.6	$82.4	$783.3

Light Rail Transit: Overlay Service

PROJECT STATUS
Planned

REGIONAL REIMBURSEMENT*
$59,103,339 ($YOE)

PROJECT TYPE
Rail Improvement

PHX-20-RTP-028

PROJECT SCOPE:

The scope of this project is to implement an overlay light rail service in the core segment of the existing Valley Metro Rail system between Central Station and Sycamore/Main Street. The project includes the purchase of seven new light rail vehicles and construction of the capital facilities needed to operate the overlay service, specifically new turnaround and storage tracks at the Central Avenue/Camelback park-and-ride and an operator/security facility. These improvements support higher-frequency service in the corridor by enabling express or overlay operations within the highest ridership markets of the Central Phoenix/East Valley Starter Line following system reconfiguration in 2025.

PLANNED
2027

PHASE II
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$3.4	$7.0	$5.9	$42.8

*Federal formula funding only

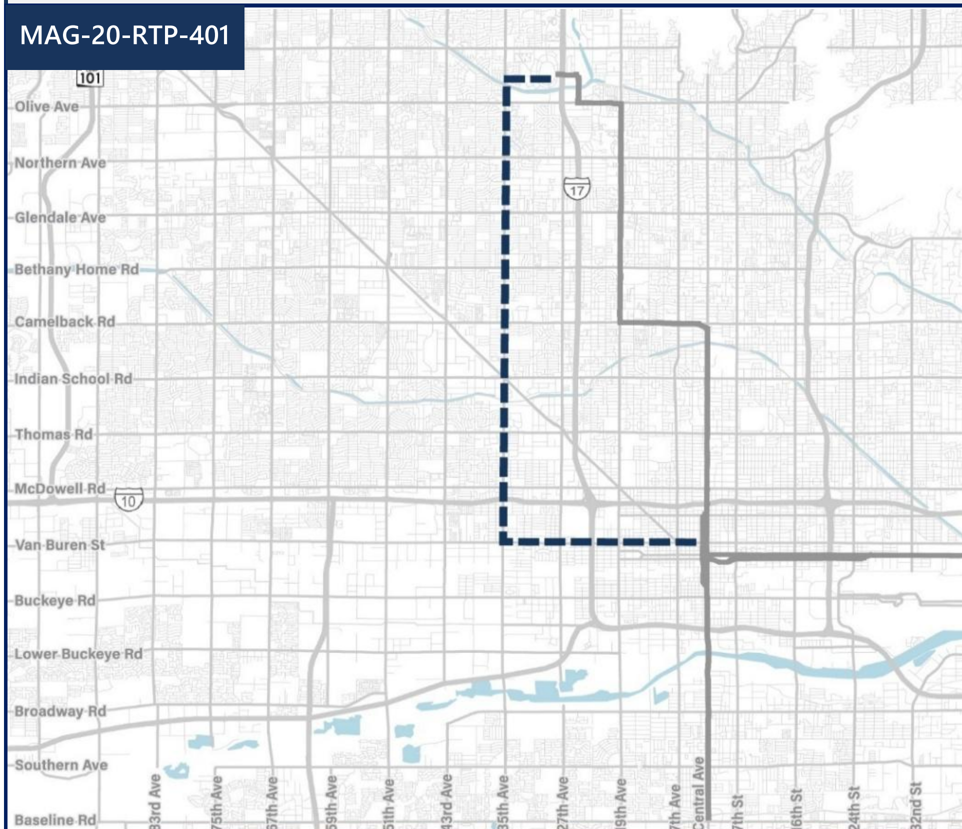
35th Avenue/ Van Buren Street

PROJECT STATUS
Design

REGIONAL REIMBURSEMENT
$649,811,400 ($YOE)

PROJECT TYPE
BRT

MAG-20-RTP-401



LEGEND
35th Avenue/ Van Buren Street BRT
NORTH
0 2.5 5 Miles

PROJECT SCOPE:

The scope of this project is to design and construct a Bus Rapid Transit (BRT) corridor operating east–west along Van Buren Street between Central Avenue and 35th Avenue and north–south along 35th Avenue between Van Buren Street and the Thelda Williams Transit Center. The project will deliver BRT-specific running way improvements, enhanced stations, transit signal priority, and a dedicated BRT fleet. These capital investments are intended to support higher-efficiency, higher-reliability service on a corridor identified as a regional BRT priority in the City of Phoenix Transportation 2050 program and the MAG Regional BRT Feasibility Study. The corridor is envisioned to include fully or partially dedicated lanes, improved travel times, and upgraded passenger facilities designed to meet regional BRT standards.

DESIGN
2027

PHASE I
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$36.9	$75.5	$64.3	$473.1

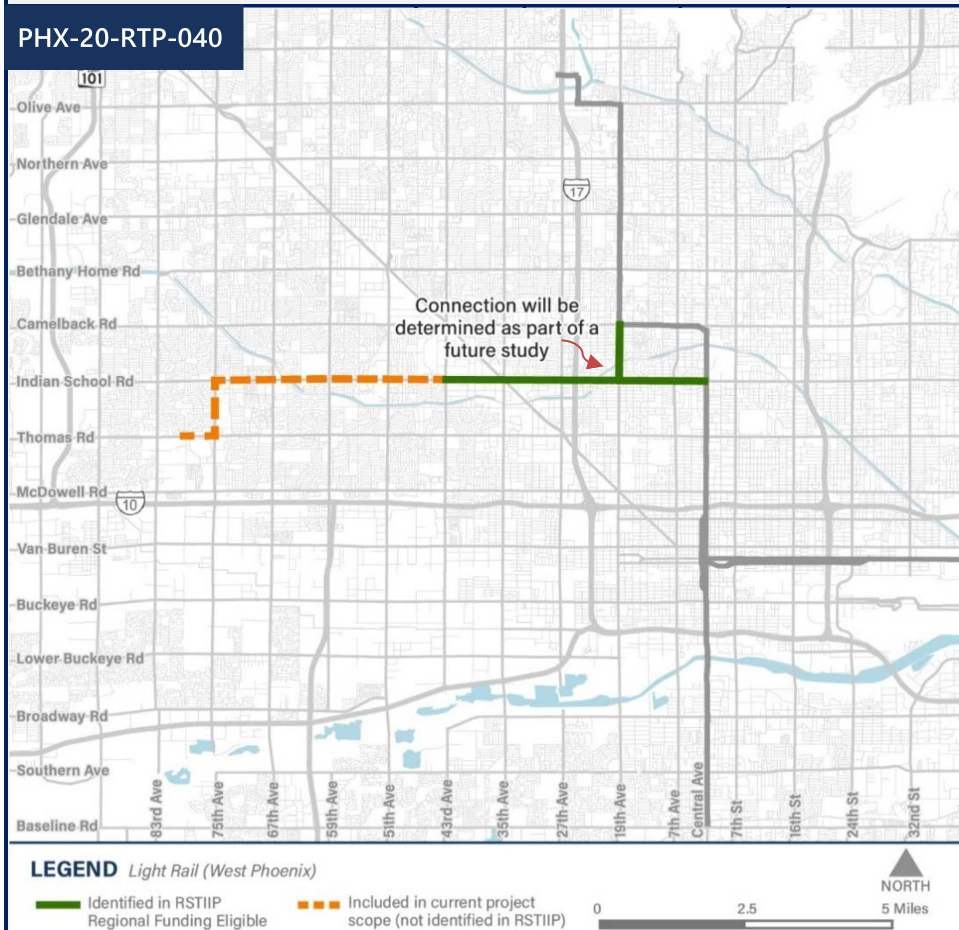
West Phoenix

PROJECT STATUS
Study

REGIONAL REIMBURSEMENT*
$65,173,520 ($YOE)

PROJECT TYPE
LRT

PHX-20-RTP-040



PROJECT SCOPE:

The scope of this project is to develop and construct a light rail extension from the existing system westward to Camelback Road and 43rd Avenue (the defined western project limit at the Phoenix city boundary). The exact tie-in with the current system and the final alignment will be determined through ongoing study and analysis work, which is expected to produce an updated locally preferred alternative. The project assumes that any improvements needed to facilitate an I-17 crossing are funded outside this capital scope. This extension reflects the West Phoenix light rail project deferred out of the Proposition 400 program.

PLANNED
2027

PHASE II
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$35.0			$30.2

**Federal formula funding only*

Light Rail Transit: Efficiency Improvements

PROJECT STATUS
Planned

REGIONAL REIMBURSEMENT*
$212,195,404 ($YOE)

PROJECT TYPE
Rail Improvement

MAG-20-RTP-501

PROJECT SCOPE:

The scope of this project is to implement systemwide light rail efficiency improvements within the Central Phoenix/East Valley segment. The project includes replacement of the 12 existing crossovers to improve operating performance, along with signal optimization, signal preemption, and GPS-based train detection to reduce travel times. It also includes an upgrade to positive train control and the addition of security camera coverage at station emergency call boxes where cameras are currently absent.

2027
PLANNED

PHASE II
CONSTRUCTION

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions				$212.2

**Federal formula funding only*

Light Rail Transit: Operations and Maintenance Center

PROJECT STATUS
Planned

REGIONAL REIMBURSEMENT*
$5,000,000 ($YOE)

PROJECT TYPE
Rail Improvement

TBD

PROJECT SCOPE:

The scope of this project is to complete the scoping and pre-design analysis needed to determine future operations and maintenance (O&M) facility requirements for the region's light rail and streetcar systems. This work will evaluate the long-term storage, maintenance, and administrative needs associated with accommodating the projected regional light rail fleet through 2046 and will assess potential sites appropriate for a new O&M facility. This project includes funding only for the scoping phase. No design, right-of-way, construction, or subsequent phases are included. Any expansion of the project beyond scoping would require additional policy action and separate approval to define and fund later phases.

PLANNED
2027

PROJECT REIMBURSEMENT BY PHASE*:

Phase	Predesign & Environmental	Design	Right of Way & Utilities	Construction
$YOE / $millions	$5.0			

*Federal formula funding only

Rail Transit Asset Management

The scope of this project is to fund the capital replacement and state-of-good-repair needs of the region's light rail and streetcar system through the Light Rail Transit Asset Management (TAM) program. Under the RSTIIP, the Regional Council approved a $1.1 billion allocation (2020 dollars) to support long-term replacement of the original light rail fleet, overhaul of vehicles, refurbishment of rail operations and passenger facilities, replacement of track and traction power infrastructure, and other systemwide capital reinvestment needs required to maintain a safe, reliable rail network.

Consistent with RSTIIP policy, the TLCP funds 100 percent of all eligible light rail TAM activities; no local match is required. State statute (A.R.S. 42-6105.01) allows Proposition 479 half-cent sales tax revenues to be used for light rail TAM, but no more than 3.5 percent of total sales tax revenues may be applied to these purposes. Because the total TAM funding available over the 20-year RSTIIP window is fixed, MAG, in partnership with Valley Metro, will develop a comprehensive Light Rail Transit Asset Management Programming Framework to identify system needs through 2046, prioritize reinvestment, and establish the basis for annual programming decisions. This framework will be incorporated into the TLCP and will guide future funding actions as individual components reach end-of-life.

Specific TAM investments and their timing will be defined through Valley Metro's asset management planning and approved by MAG Regional Council as part of the annual TLCP update. MAG Regional Council approved $17.9 million for FY 2027 on June 24, 2026; subsequent year programming will be determined through the framework-based process.

Table 12. Rail Transit Asset Management

RTP ID (S)	PROJECT TITLE & DESCRIPTION	PTF	FORMULA	REMAINING BALANCE
FISCAL YEAR 2027				
MAG-20-RTP-468	Transit Asset Management: Rail	$3.8 million	$15.2 million	-

HCT Project Changes

Consistent with the TLCP Policies and Procedures, project substitutions, deletions, exchanges, and other material project changes may be considered through the annual TLCP update or other action approved through the MAG committee process. In coordination with a working group of high-capacity transit agencies, funding phases for projects are being reviewed for potential adjustment to reflect current development activities. HCT project changes have been approved with the interim FY 2027 Proposition 479 TLCP. **Table 13** includes approved HCT project changes.

Table 13. High-Capacity Transit Project Changes

LEAD	RTP ID (S)	PROJECT	PROJECT CHANGE	DATE APPROVED
FISCAL YEAR 2027				
Phoenix	MAG-20-RTP-401	35th Avenue and Van Buren Street	Project advanced to Phase I	24-Jun-26
Phoenix	PHX-20-RTP-040	West Phoenix	Project advanced to Phase II	24-Jun-26
Phoenix	PHX-20-RTP-037	Capitol/I-10 West Phase II	Project deferred to Phase IV	24-Jun-26
Regional	TBD	Operations & Maintenance Facility	New project (scoping only)	24-Jun-26
Scottsdale, Tempe, and Chandler	MAG-20-RTP-403	Scottsdale Road / Rural Road	Project deferred to Phase III	24-Jun-26

7.0 RESOURCES

MARICOPA ASSOCIATION OF GOVERNMENTS HOMEPAGE

The Maricopa Association of Governments (MAG) is a Council of Governments serving the Phoenix metropolitan area. MAG provides a regional forum for analysis, discussion, and resolution of issues including areas of transportation, air quality, environment, regional development, and social services. Regional planning documents, newsletters, and other resources are available through this site. http://www.azmag.gov/

MAG TRANSPORTATION IMPROVEMENT PROGRAM

The MAG Transportation Improvement Program (TIP) is a five-year schedule of specific projects to be constructed across the Phoenix metropolitan region. The current and previously approved versions of the MAG TIP are available for download on the TIP home page. https://azmag.gov/TIP

MAG RTP, RSTIIP & ANNUAL REPORT

The Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) provides the basis for Proposition 479 funded improvements. The RSTIIP is a subset of the Regional Transportation Plan, MOMENTUM 2050, which identifies the broad vision for the regional transportation system for the next two decades, addressing freeways and other highways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management including intelligent transportation systems (ITS), and safety. The Annual Report on the Status of the Implementation of the RSTIIP. http://www.azmag.gov/RTP

VALLEY METRO WEBSITE

As the Regional Public Transportation Authority (RPTA), Valley Metro serves as the service planning and one of the main operators for the region. The *About Valley Metro* webpage provides links to agency information, financial and transit performance reports, as well as sources for transit education. https://www.valleymetro.org/about

ADOT TRANSPORTATION FUNDING WEBSITE

This Arizona Department of Transportation website provides information on Maricopa County's Dedicated Sales Tax for Transportation including current revenues, previous fiscal year revenue receipts, and forecasted revenues. https://azdot.gov/about/financial-management-services/transportation-funding/regional-area-road-fund-rarf

CITY OF PHOENIX PUBLIC TRANSIT WEBSITE

The City of Phoenix Public Transit Department (PTD) is the region's largest operator as well as the FTA Designated Recipient for the two main UAs included in the TLCP. https://www.phoenix.gov/administration/departments/publictransit.html

8.0 APPENDIX A

A detailed breakdown of the programming for ADA paratransit service and eligible RideChoice service as shown in **Table 8** is provided in **Table 14** below.

Table 14: ADA Paratransit & RideChoice Programming Breakdown

	PHASE I				PHASE II		PHASE III	PHASE IV	
	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32-35	FY 36-40	FY 41-46	TOTAL
ADA Paratransit: Regional Operations									
Avondale	$0.11	$0.12	$0.12	$0.14	$0.15	$0.71	$1.23	$2.01	**$4.58**
Chandler	$1.50	$1.60	$2.40	$1.86	$2.80	$11.06	$17.47	$29.14	**$67.82**
El Mirage	$0.03	$0.04	$0.04	$0.04	$0.04	$0.20	$0.33	$0.50	**$1.22**
Gilbert	$1.36	$1.45	$2.56	$1.69	$2.97	$11.08	$17.18	$29.73	**$68.02**
Glendale	$1.99	$2.12	$2.21	$2.47	$2.57	$11.95	$19.79	$30.08	**$73.19**
Goodyear	$0.20	$0.21	$0.22	$0.24	$0.25	$1.17	$1.94	$2.95	**$7.19**
Maricopa County	$0.62	$0.66	$0.71	$0.77	$0.82	$3.77	$6.22	$9.53	**$23.10**
Mesa	$3.93	$4.18	$4.44	$4.87	$5.17	$23.79	$39.29	$60.04	**$145.72**
Paradise Valley	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**$0.00**
Peoria	$0.39	$0.42	$0.56	$0.48	$0.65	$2.69	$4.32	$7.01	**$16.52**
Phoenix	$6.85	$7.31	$8.17	$8.51	$9.51	$42.70	$70.06	$108.49	**$261.60**
Scottsdale	$1.78	$1.90	$1.98	$2.21	$2.30	$10.70	$17.71	$26.93	**$65.52**
Surprise	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**$0.00**
Tempe	$1.65	$1.76	$1.83	$2.05	$2.13	$9.89	$16.37	$24.89	**$60.57**
Tolleson	$0.11	$0.12	$0.12	$0.14	$0.14	$0.67	$1.11	$1.69	**$4.11**
Valley Metro (Mobility Center Trips)	$0.50	$0.53	$0.55	$0.62	$0.64	$3.00	$4.96	$7.54	**$18.34**
Youngtown	$0.14	$0.14	$0.18	$0.17	$0.21	$0.90	$0.95	$2.32	**$5.02**
ADA Paratransit: Local Operations									
Glendale	$1.00	$1.08	$1.17	$1.33	$1.44	$7.12	$13.30	$23.36	**$49.80**
Peoria	$0.48	$0.51	$1.91	$0.61	$2.26	$6.99	$10.30	$21.58	**$44.63**
Phoenix	$21.65	$23.42	$25.91	$27.66	$30.60	$141.19	$239.94	$384.77	**$895.14**
RideChoice									
Avondale	$0.09	$0.11	$0.12	$0.15	$0.17	$0.89	$1.52	$2.17	**$5.22**

Chandler	$0.61	$0.70	$0.80	$0.96	$0.98	$5.25	$10.38	$19.06	**$38.73**
Fountain Hills	$0.01	$0.01	$0.01	$0.02	$0.02	$0.09	$0.18	$0.33	**$0.67**
Gilbert	$0.62	$0.71	$0.82	$0.98	$1.00	$5.38	$10.63	$19.52	**$39.66**
Glendale	$0.25	$0.28	$0.32	$0.39	$0.39	$2.12	$4.19	$7.69	**$15.63**
Goodyear	$0.06	$0.07	$0.08	$0.10	$0.10	$0.52	$1.03	$1.90	**$3.86**
Litchfield Park	$0.00	$0.00	$0.00	$0.00	$0.00	$0.01	$0.02	$0.03	**$0.06**
Maricopa County	$0.51	$0.58	$0.66	$0.80	$0.81	$4.37	$8.63	$15.85	**$32.20**
Mesa	$2.09	$2.39	$2.74	$3.29	$3.35	$18.01	$35.59	$65.40	**$132.86**
Peoria	$0.50	$0.57	$0.65	$0.78	$0.80	$4.29	$8.48	$15.58	**$31.66**
Phoenix	$2.83	$3.23	$3.70	$4.44	$4.53	$24.33	$48.09	$88.35	**$179.50**
Scottsdale	$0.46	$0.53	$0.61	$0.73	$0.74	$3.99	$7.88	$14.48	**$29.41**
Surprise	$0.02	$0.02	$0.02	$0.03	$0.03	$0.14	$0.28	$0.51	**$1.04**
Tempe	$1.37	$1.57	$1.80	$2.16	$2.20	$11.82	$23.36	$42.92	**$87.20**
Tolleson	$0.02	$0.03	$0.03	$0.03	$0.04	$0.19	$0.38	$0.69	**$1.40**
TOTAL	**$53.73**	**$58.37**	**$67.44**	**$70.70**	**$79.81**	**$370.98**	**$643.11**	**$1,067.05**	**$2,411.19**