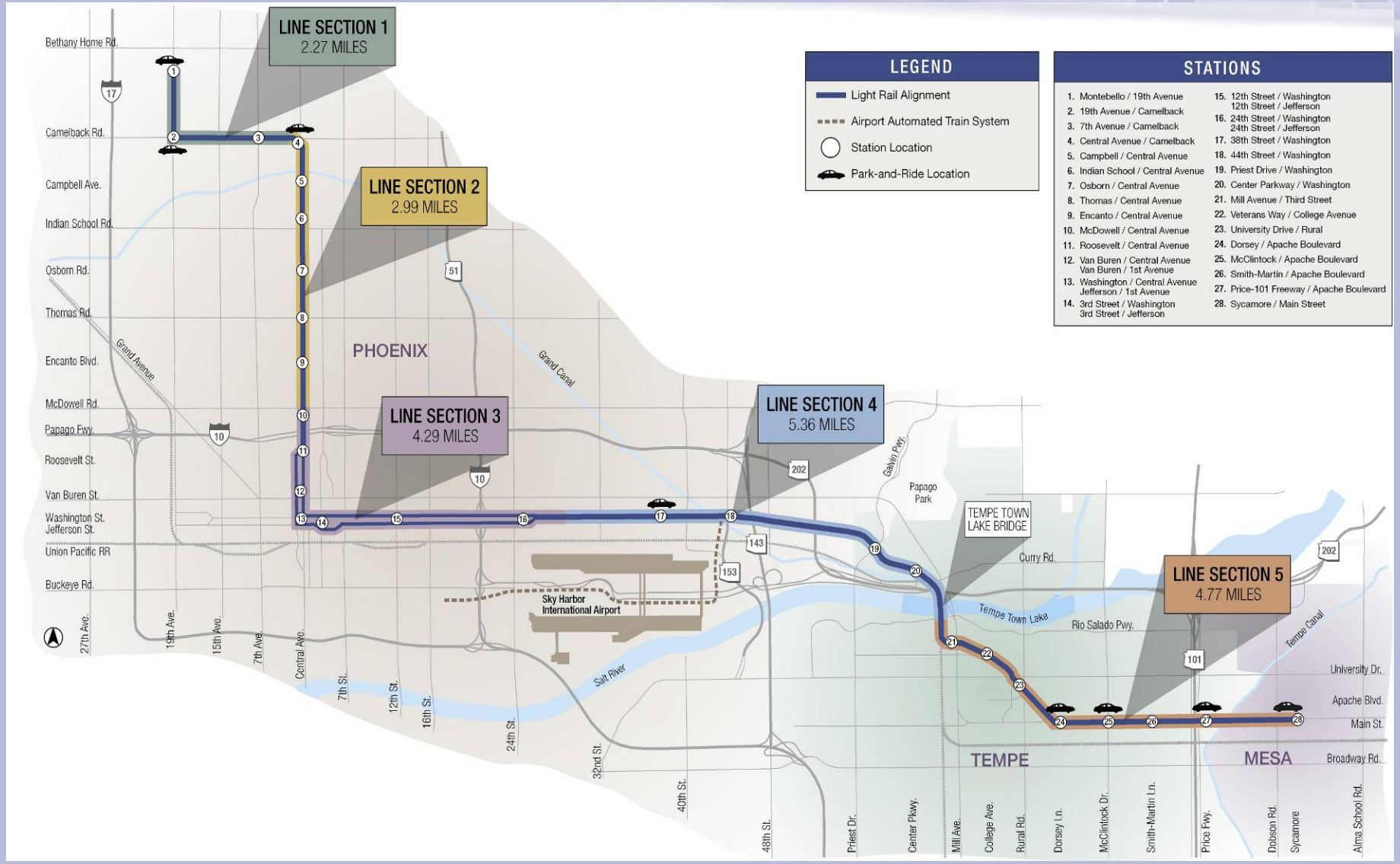
Light Rail Update

Rick Simonetta
Chief Executive Officer

July 9, 2008

20 Mile Alignment



Construction Status

- Construction: 90% complete
- Track in place: 100%

Light Rail Vehicle Update

- 50 of 50 vehicles have arrived in Phoenix
- Final assembly at the OMC by Kinkisharyo

Operations

- Trip frequency: 6 am to 7 pm – 10 mins
- Other weekday hours – 20 mins
- Service hours: 4:45 am - 12:00 am
- Travels at posted speed limits

Fares

Fare type	Cost
1 ride	$1.25
All day	$2.50
3-day pass	$7.50
7-day pass	$17.50
31-day pass	$45

- Youth - Senior - Disabled

Discount of roughly 50%

Bus and rail fares are the same price and same pass. The only exceptions are express and rapid buses, which cost a little more.

A rail-bus pass can be upgraded to express or Rapid by paying the difference.

Ticket Vending Machines

Passes are good for rail and local bus

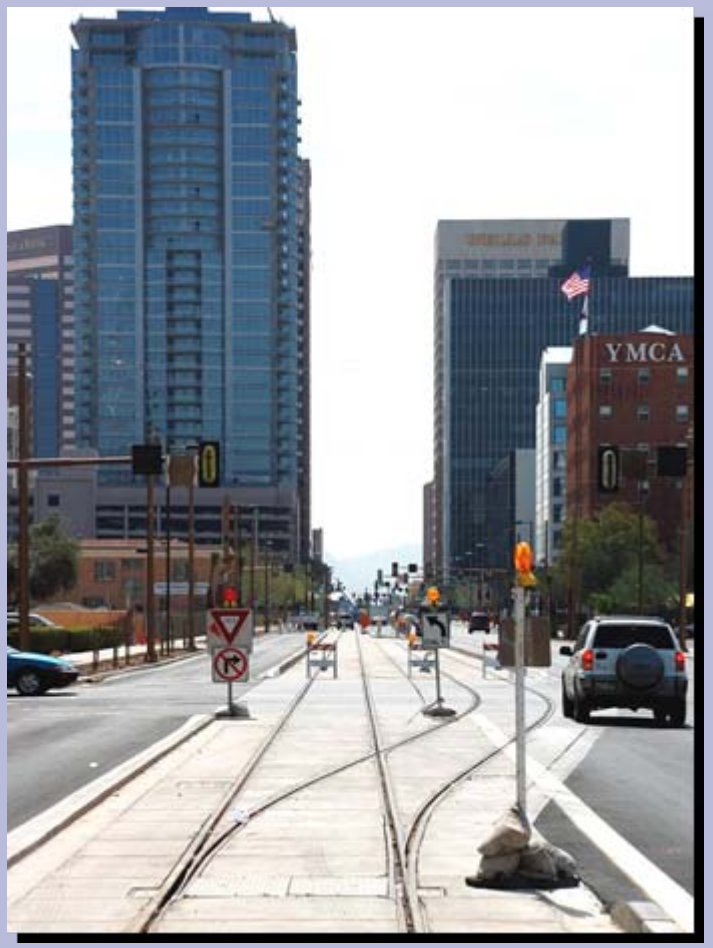
- Two machines at station entrance ramps
- Buy at Valley Metro outlets (Fry's, libraries, Web)
- Cash or credit card
- Pass must be validated before boarding
- Random fare inspection

Stations

- 28 stations; all but 5 are in center of street
- Louvers, tensile fabric & landscaping maximize shade

Summer 2008

- Line Sections 2 & 3 construction completed
- Testing moves into downtown Phoenix and east into Tempe and Mesa
- METRO operator training begins



Public Safety Campaign

- Commercial advertisements like this can be seen on TV and in local newspapers.
- Public and private-sector partners help us distribute information: print, email, newsletters and employee notices.

Fall 2008

- Construction completed
- Automatic Fare Collection system ready for operations
- Safety certification process completed
- Pre-revenue testing continues

Winter 2008

Grand Opening Weekend:

December 27 – 28, 2008

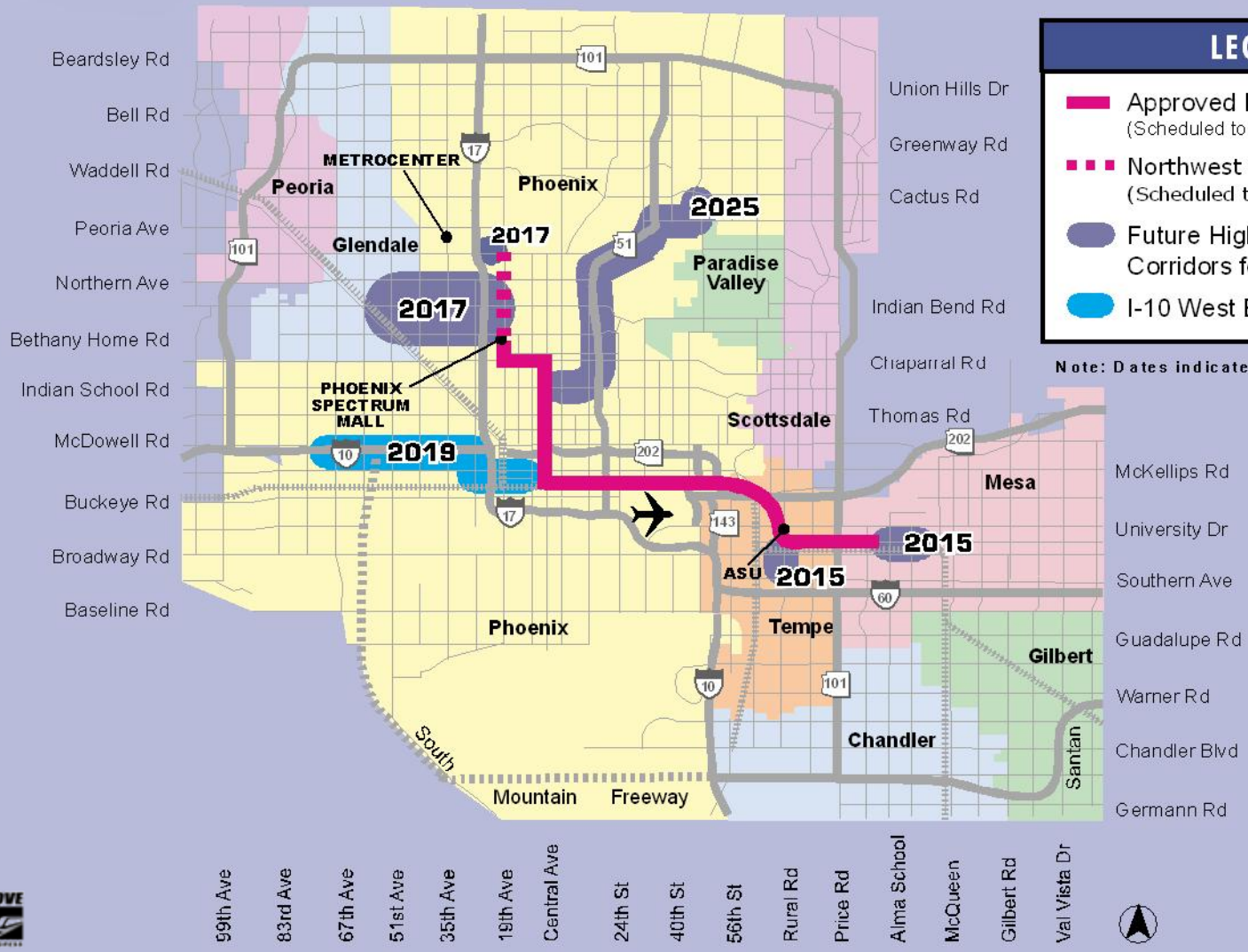
- Free rides
- Station celebrations
- Food & entertainment

Beginning of Passenger Service:

December 29, 2008

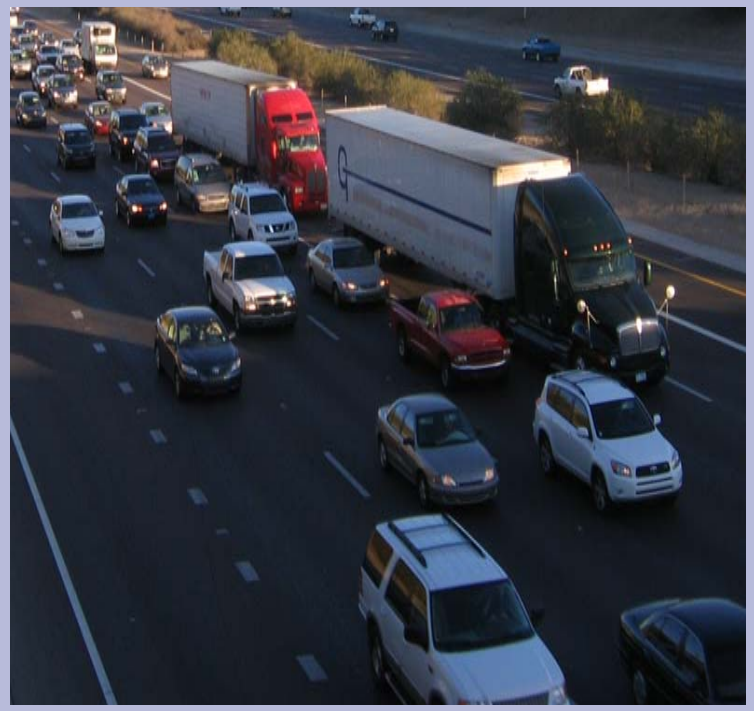
I-10 West Alternatives Analysis

High Capacity/LRT System
I-10 West



I-10 Corridor Characteristics

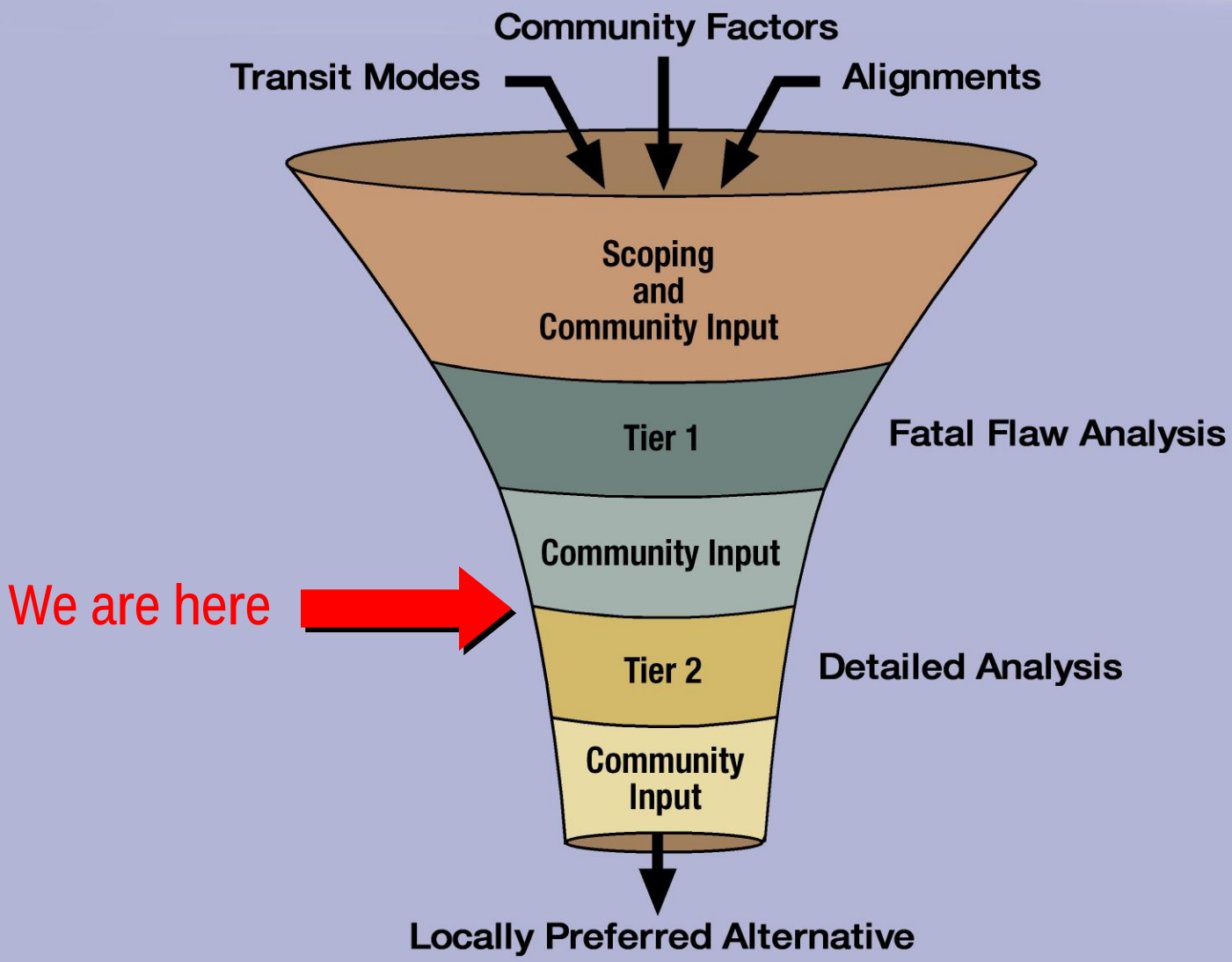
- Travel demand increase
  - 250,000 to 550,000 people/day
- Added highway lanes
  - 2012 completion
- Travel time increase by 35%
- Frequent crashes add delay
- High Capacity Transit:
  - Faster travel time than auto
  - Predictable travel time



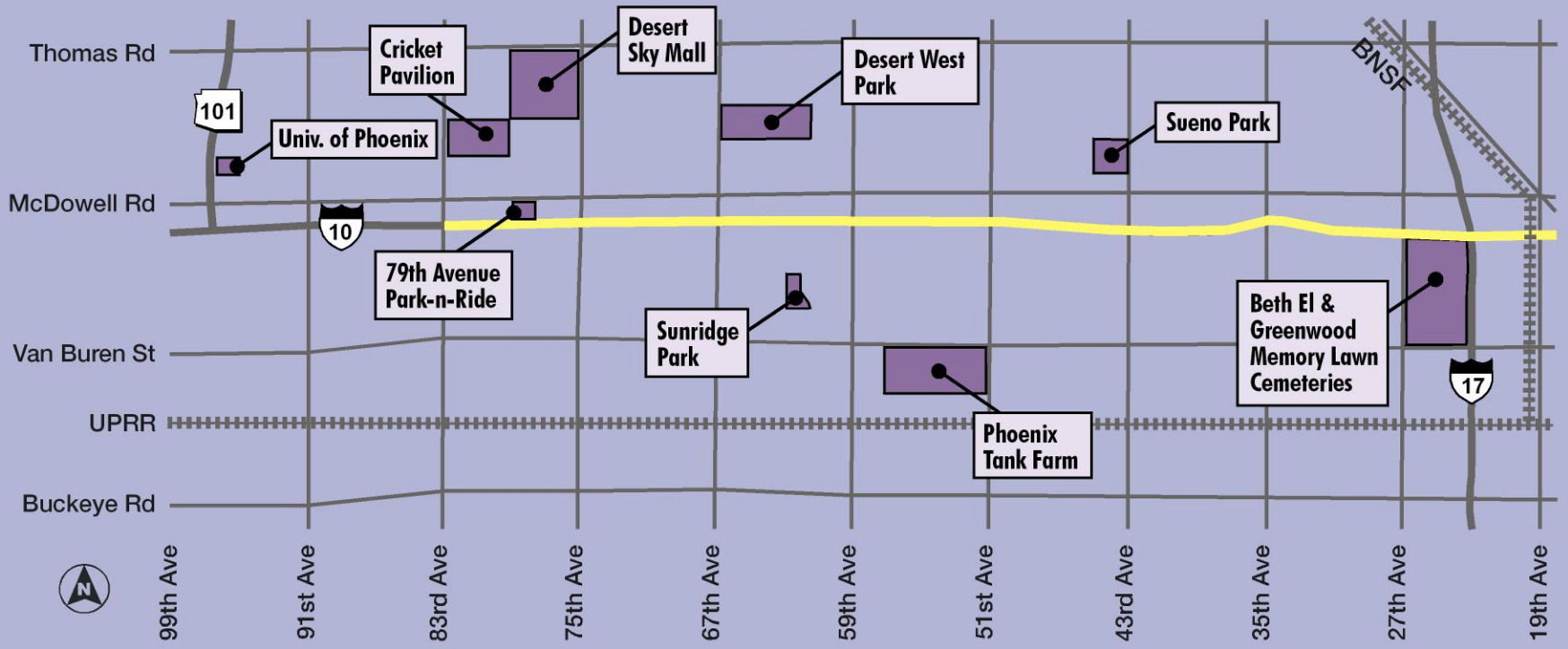
Mass Transit Median in I-10

- 50’ median for future mass transit preserved as part of I-10 completion (91st Ave to Buckeye Rd)
  - Identified in Environmental Impact Statement – 1978
  - Transit technology to be defined in the future
- 2006 METRO study confirmed median transit location

Alternatives Analysis



Tier 2 Mainline Alternative



LEGEND

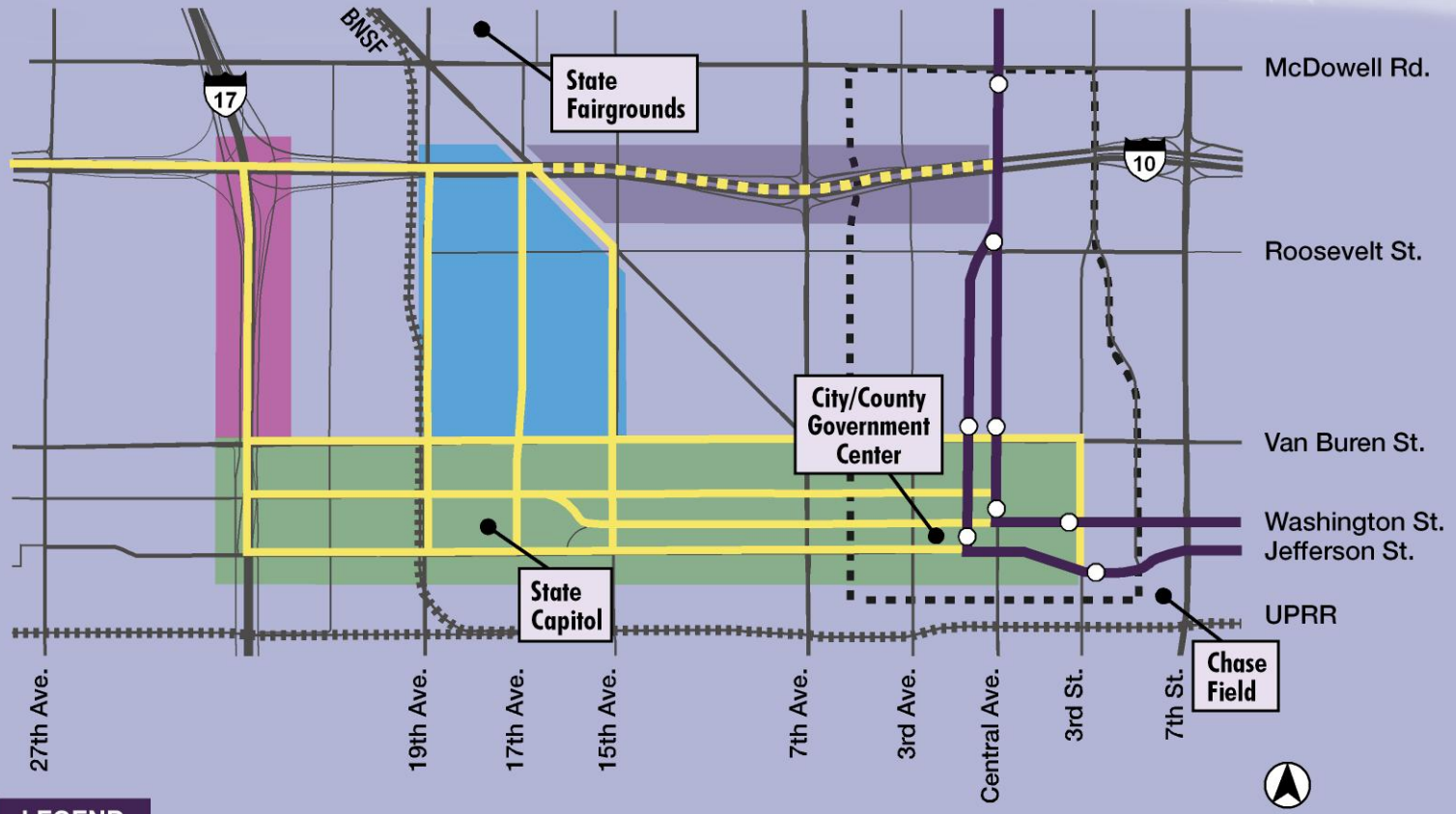
I-10 Mainline Section

Activity Center

Why I-10 Alignment West of I-17?

- Consistent with original I-10 Environmental Impact Statement
- Consistent with MAG Regional Transportation Plan approved by voters in 2004
- Best addresses need for improved mobility
- Freeway alignment advantages:
  - Provides best speed, capacity and reliability
  - Minimizes ROW acquisition, street construction, utility relocation

Tier 2 Downtown Route Options



LEGEND

- I-17 Connection
- North-South Route Options
- East-West Route Options
- Hance Park Station Connection

Alternative Routes

- Light Rail Transit and Bus Rapid Transit
- Only Bus Rapid Transit

- Downtown Core Area
- Light Rail Starter Line
- Light Rail Station

Note: Within defined areas, multiple alignments are being considered.

Technologies Under Consideration

- Possible Modes:
  - Light Rail
  - Bus Rapid Transit
  - Local/Express Bus (Baseline)

I-10 West Alignment
Recommendation

- Early decision needed to maximize coordination with ADOT's I-10 widening.
- Support the action to adopt the I-10 Freeway Right-of-Way, west of I-17 for high capacity transit improvements.

ONE WAY
ONE WAY
3rd St
METRO