



2011 Facts and Figures

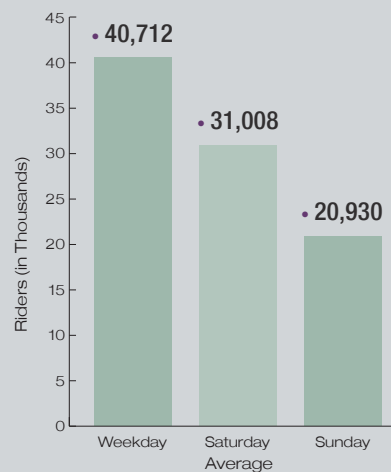


Top five busiest stations

- Sycamore/Main St
- Montebello/19th Ave
- University Dr/Rural
- Veterans Way/College Ave
- Central Station

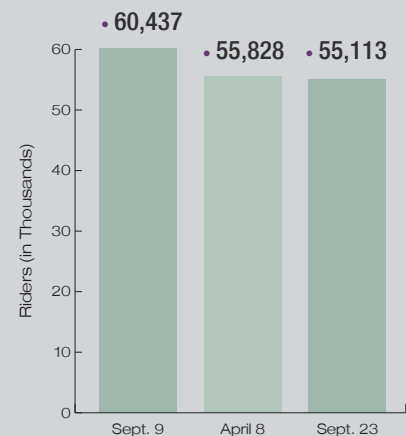
Ridership

- 13.2 million total riders
- Increase of 4.3% over 2010



Highest ridership days

- Sept. 9—D'backs, ASU football
- April 8—D'backs home opener, Disney on Ice
- Sept. 23—D'backs, Women of Faith



System Overview

- Number of miles: 20
- Number of stations: 28
- Number of vehicles: 50
- Number of parking spaces: 3,600
- Total travel time: 65 minutes
- Opening date: Dec. 27, 2008
- Cost to build: \$1.4 billion
- Cost to operate: \$35 million in FY13
- Cost to ride: \$1.75 per ride;
\$3.50 for all day

Valley Metro Rail, Inc. (METRO) is responsible for the development and operation of the region's high-capacity transit system. The 20-mile light rail starter line opened December 2008 and served 13.2 million riders in 2011, exceeding the prior year by four percent. The system has well-exceeded all system projections.

Design and Construction

METRO's 20-mile light rail line is the longest starter line in federal New Starts grant history. It was built entirely in-street using a train-only trackway and traffic signals to allow trains to safely move through the cities of Phoenix, Tempe and Mesa, Arizona. The cost was \$1.4 billion paid for using a \$587 million federal New Starts grant, \$59 million from federal Congestion Mitigation and Air Quality funding and local tax dollars. The local funds are a mix of sales tax revenue from the cities of Phoenix and Tempe, General Fund from Mesa and the county's Proposition 400 half-cent sales tax.

There are 28 stations, primarily located in the center of the roadway, and designed using a kit-of-parts infrastructure with significant consideration given to the desert heat. Artwork is an integral part of the system and incorporated into each station area. The art pieces were designed using community input and several local, as well as national artists.

Nine park-and-rides feed the system where free parking can be enjoyed by riders. The more than 3,600 spaces are available on a first-come, first-serve basis and, like the rest of the system, monitored using security cameras.

METRO has 50 vehicles in its fleet, each with a comfort capacity of 175 passengers. The vehicles are state-of-the-art technology and, similar to the stations, customized for the desert climate and operating environment.



Operations

METRO operates 365 days a year, 20 hours a day, Sunday – Thursday, and almost 24 hours on Friday and Saturday. Trains arrive every 12 minutes during the weekday peak period; every 15 minutes during the Saturday peak; and every 20 minutes during all other hours, Sundays and holidays.

Light rail service is coordinated with bus service to provide a seamless network for customers. An all-day pass or greater is good for both rail and bus. Passes can be purchased at fare vending machines located at each station, online or from retail outlets Valleywide. Security officers regularly patrol the system and ask passengers at random for proof of payment. Fare evasion is cited with a fine that starts at \$50, but can increase to \$500.

For many, the METRO system provides connection to work, school and play. There are several sports and entertainment venues, arts and culture organizations and restaurants and bars that attract riders to the line. METRO also connects to Phoenix Sky Harbor International Airport with a shuttle bus accessible from the 44th Street/Washington transit center.

Future Expansion

METRO is responsible for building a 57-mile high-capacity transit system as defined in the Regional Transportation Plan by 2032. Planning, design and/or construction has initiated on the six extensions that make up the remainder of the 37 miles yet to be built; a study is also underway for South Central Phoenix. Three of the extensions have been defined as light rail corridors: the Central Mesa, Northwest and Phoenix West. A 2.6-mile modern streetcar line will be built in central Tempe. The other two – Glendale and Northeast Phoenix – have yet to determine a specific transit route and mode.

