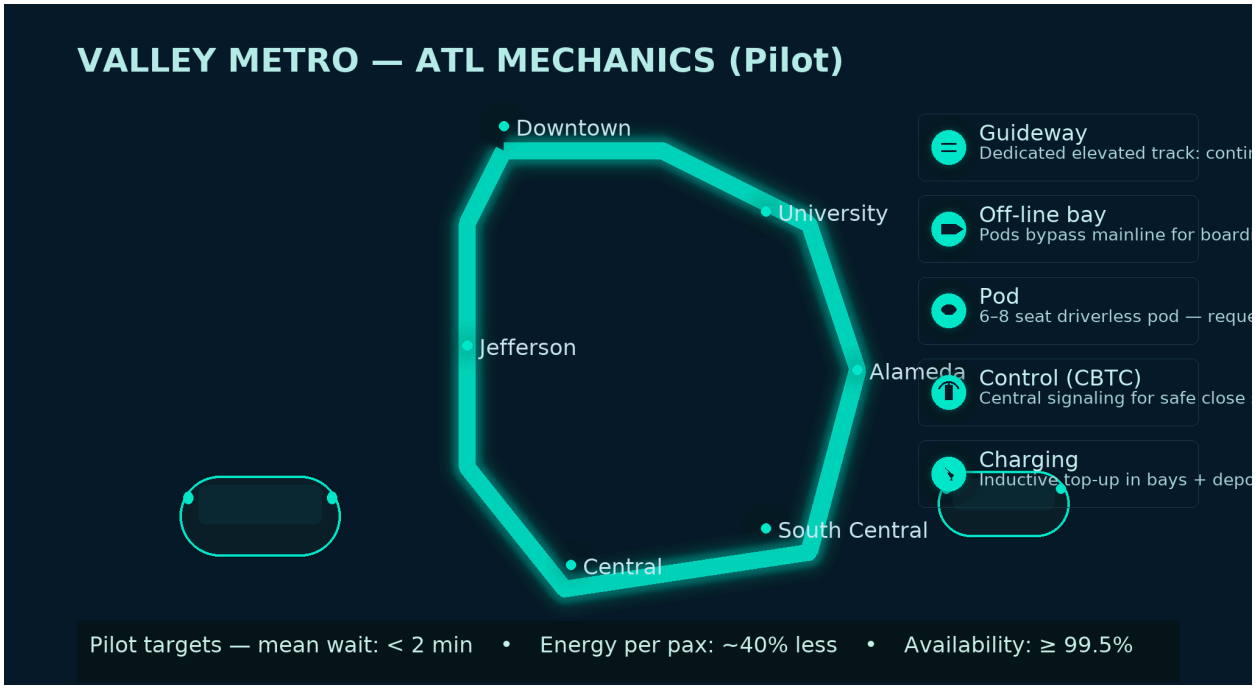


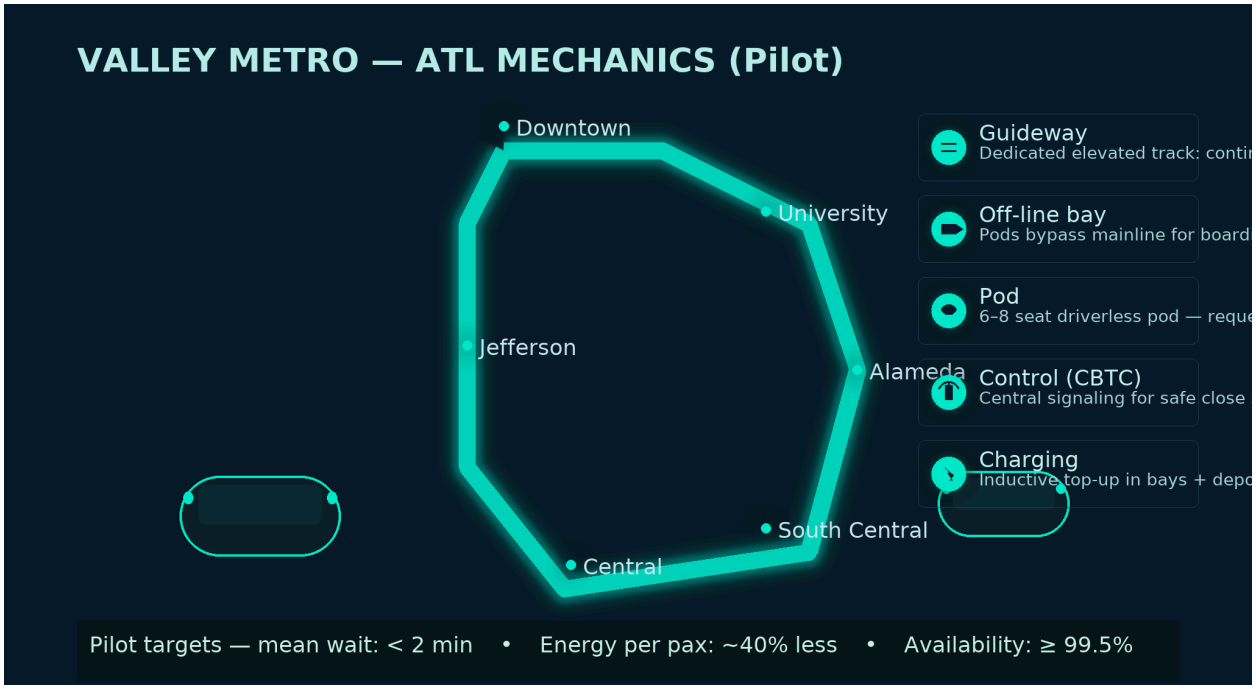
Light Rail → ATL — Voter Brief

What this is: a plan to upgrade our light-rail corridor into a modern, on-demand Automated Transit Loop (ATL) that moves people faster, more often, and with less energy — using existing light-rail right-of-way where possible.

Pilot corridor: downtown → South Central (uses Valley Metro ROW).
High-level goal: shorter waits, faster trips, lower energy use, and a scalable path to citywide automated transit.

In plain English — how this helps you

- **Wait less.** On-demand 6–8 seat pods keep coming — pilot target **average wait < 2 minutes**.
- **Quicker door-to-door trips.** Smaller pods + continuous guideways reduce transfers and station delays.
- **Cut energy use.** Pilot target: **~40% less energy per passenger** vs current light rail on the same corridor.



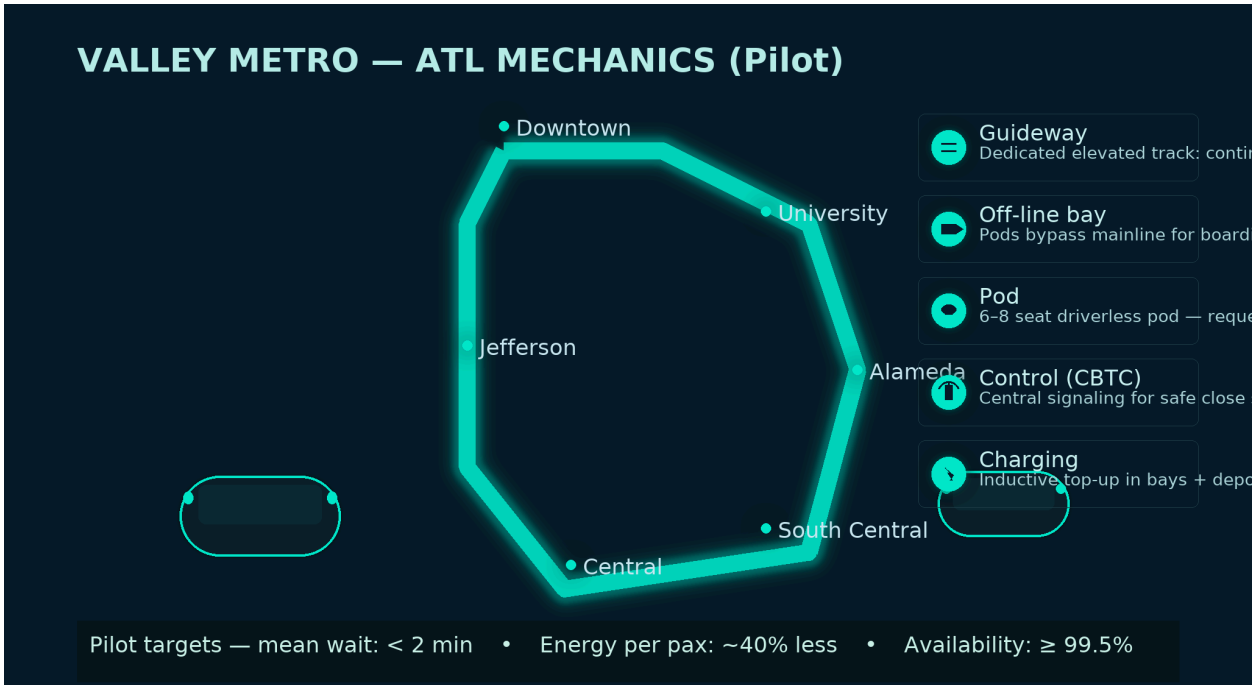
- **Use existing space.** We'll retrofit current tracks and stations where practical to limit disruption.
- **Local jobs.** Design, construction and operations create local construction and technical jobs.

What voters will actually see (during the pilot)

- Night/weekend track work to convert one station + adjacent guideway into an off-line bay — shuttle options provided.
- New small driverless pods running in a test loop with staff on site during early trials.
- Accessible, level boarding and simple displays showing pod arrival times.

Updated timeline (realistic, staged)

- **Project start: Dec 1, 2027** — corridor survey & engineering kickoff.

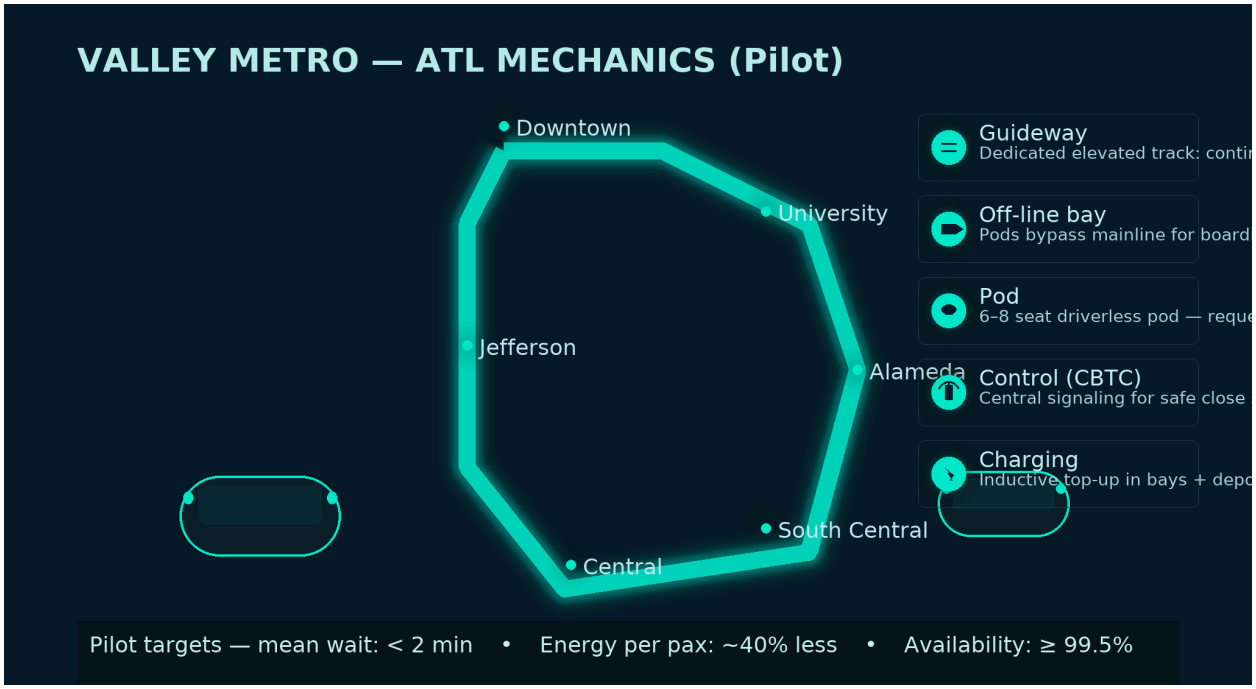


- **Design & permitting:** Spring–Summer 2028 (detailed design follows survey).
- **Construction & systems install:** late 2028 → early 2029.
- **Unmanned testing: May 1, 2029** (closed runs).
- **Passenger trials (limited service): June 1, 2029**.
- **Final acceptance (if KPIs met): Early July 2029**.

(If pilot succeeds, scale-up phases are planned for the 2029–2032 window and broader transition through the 2030s.)

Costs & risks — short version

- **Main costs:** civil guideway & station retrofit, modern signaling (CBTC), pod vehicles, diverters/switches, power upgrades, testing.
- **Key risk:** retrofit can reveal hidden civil works — pilot includes thorough surveys and contingency.
- **Mitigation:** bench-test critical hardware, pre-order long-lead items, staged passenger trials.



Measured promises (what we'll publish)

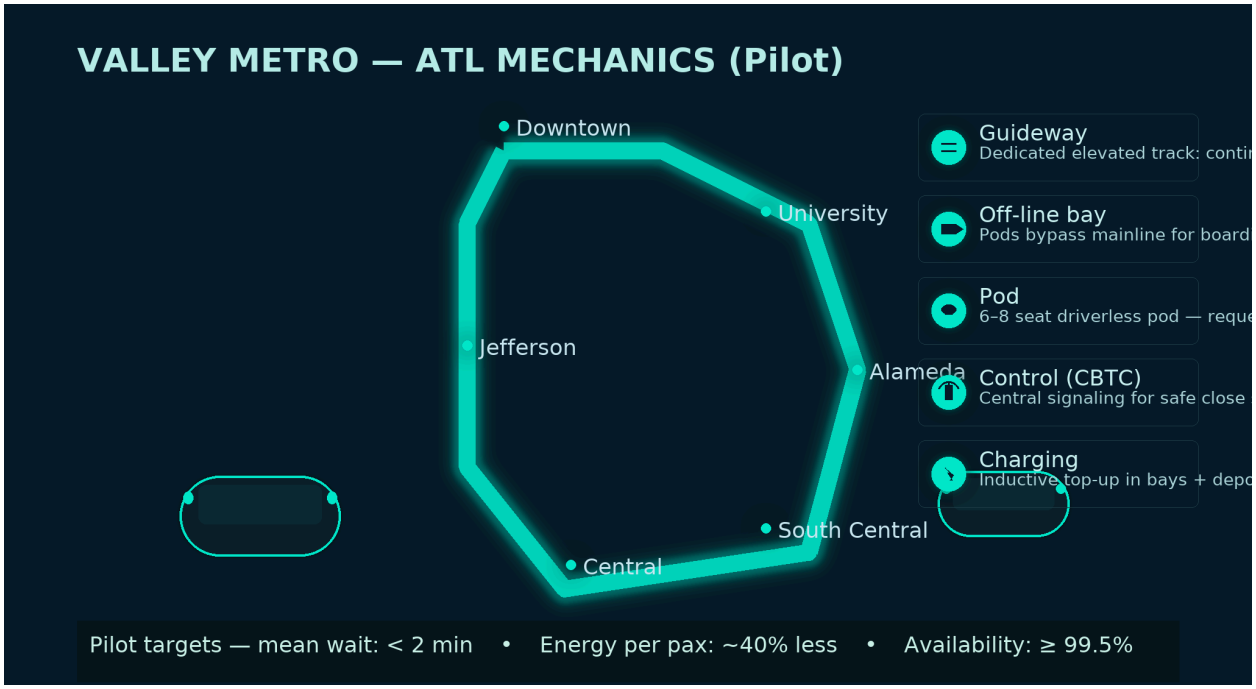
During the pilot we'll publish independent measures on:

- **Average wait time** (goal: < 2 min).
- **Passenger throughput** (pax/hour).
- **Energy per passenger-km** (baseline vs pilot target ~40% reduction).
- **System availability / uptime** (target ≥ 99.5% during trials).

Quick FAQ (for voters)

Q: Will my commute be interrupted?
A: Planned night/weekend work and short detours — we'll provide shuttle service and public notices.

Q: Is it safe?
A: Yes — certified signaling, redundant sensors, staged testing, and a formal safety case before passenger service.



Q: Who pays?
A: Mix of local/state/federal grants, public-private partnerships, and municipal financing — pilot is deliberately small to limit upfront cost.

Q: Will it replace current trains everywhere?
A: Not immediately. We'll prove the concept on one corridor and scale in phases based on safety, capacity, and community input.

How you can help / What to ask at the town hall

- Ask for a **pilot performance dashboard** (wait time, energy use, uptime).
- Ask that **construction impacts** be minimized with night work windows & shuttle plans.
- Support fair job transition programs for current transit workers.