System Plan (ST3) Timeline

2015
- Develop System Plan Core Priorities
  Jan. – Feb. 2015
- Develop Methodology and Initial Evaluation Measures
  Feb. – Mar. 2015
- Develop and Evaluate Conceptual System Expansion Scenarios
  Apr. – May 2015
- Develop Priority Projects List
  June – July 2015
- Detailed Testing and Evaluation of Priority Projects List
  July – Dec. 2015

2016
- Develop Draft System Plan
- Final System Plan Development
  Apr. – May 2016
- Adopt System Plan
  June 2016
- Possible Public Vote on System Plan
  Nov. 2016
Core Priorities For ST3 System Plan Development

- Completing the Link Light Rail Spine
- Integrating with other transit operators/transportation systems
- Connecting the region’s designated centers with HCT
- Multi-modal access
- Promoting transit supportive land use and TOD
- Socio-economic equity
- Advancing “logical next steps” projects beyond the spine: within financial capacity
System Planning Process in 2015

CORE PRIORITIES

→ CONCEPTUAL SYSTEM EXPANSION SCENARIOS ←

→ Scenario Evaluation Measures Based on Core Priorities ←

Initial Project Evaluation Measures Based on Core Priorities and Scenario Evaluation

Development of Priority Projects List

Project Templates

Detailed Project Testing & Evaluation
• High level overview of possible corridor investments from HCT studies

• State Law requires examination of small and large capital options

• Tool to analyze trade-offs

• **NOT** a specific System Plan

• Doesn’t include all possible projects that could be included in a system plan

• Board will not take action on scenarios (for discussion purposes only)
Conceptual System Expansion Scenarios

Summary

• Incremental Expansion - Using Existing Revenue Authority
• 1: Low Cost - Minor Progress Toward Completing Spine
• 2a: Medium Cost - Some Progress Toward Completing Spine, Modest Additional Corridors
• 2b: Medium Cost - Progress Toward Completing Spine, No Additional Corridors
• 3a: Modest Spine Extension, Emphasis on Additional Corridors
• 3b: Less Spine, More Additional Corridors
• 3c: Most of Spine, Some Additional Corridors
• 3d: Maximized Spine, Limited Additional Corridors
• 4: Maximized Spine, Additional Corridor Investments
Conceptual Scenario 1:
Low Cost - Minor Progress Toward Completing Spine

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine
Conceptual Scenario 2a: Medium Cost - Some Progress Toward Completing Spine, Modest Additional Corridors

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine

DRAFT: Conceptual Only For Analytical and Discussion Purposes
Conceptual Scenario 2b: Medium Cost - Progress Toward Completing Spine, No Additional Corridors

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine
Conceptual Scenario 3a: Modest Spine Extension, Emphasis on Additional Corridors

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine

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Conceptual Scenario 3b: Less Spine, More Additional Corridors

- Does not consider sub-area allocation

- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine

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Conceptual Scenario 3c: Most of Spine, Some Additional Corridors

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine

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Conceptual Scenario 3d: Maximized Spine, Limited Additional Corridors

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine

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Conceptual Scenario 4: Maximized Spine, Additional Corridor Investments

- Does not consider sub-area allocation
- Includes allowance for:
  - Representative System Wide Improvements
  - Existing System Enhancements
  - ST2 Realigned Projects
  - Planning/Engineering to Advance “Next Logical Steps” beyond the Spine
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| Completing the Link Light Rail Spine | - Miles of LRT – Spine only  
- Miles of LRT – Total system |
| Ridership                      | - Daily HCT boardings (2040)  
- Percentage of transit passenger miles on HCT (2040) |
| Connecting the Region’s Designated Centers with HCT | - Number of designated centers served by HCT |
| Promoting Transit Supportive Land Use and TOD | - Population/employment within 1 mile of HCT station areas (2040) |
| Socio-Economic Equity          | - Minority and low-income populations within 1 mile of HCT station areas (2014) |
| Integration with Other Transit Operators/Transportation System | - Opportunity for integration |
| Multi-Modal Access             | - Percentage of peak period transit access to HCT, by walk, bus, and auto access modes |
Next Steps

• May 7th Executive Committee:
  – Discuss Process for draft Project Priority List

• May 28th Board Meeting:
  – Present Conceptual System Expansion Performance Results
  – Draft Project Priority List

• June-July:
  – Outreach

• August:
  – Finalize Project Priority List

• Fall:
  – Evaluate Project Priority List and Develop Templates