



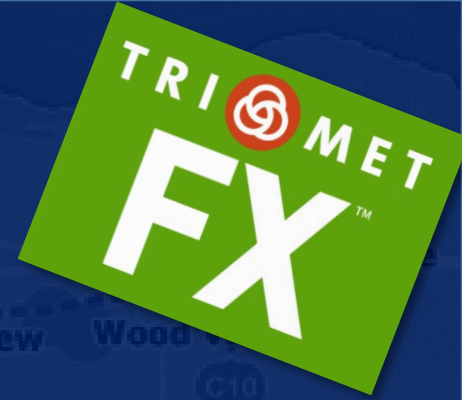
Frequent Express (FX) System Plan

Introduction

6/5/2024

East Multnomah County Transportation Committee
Technical Advisory Committee (EMCTC TAC)



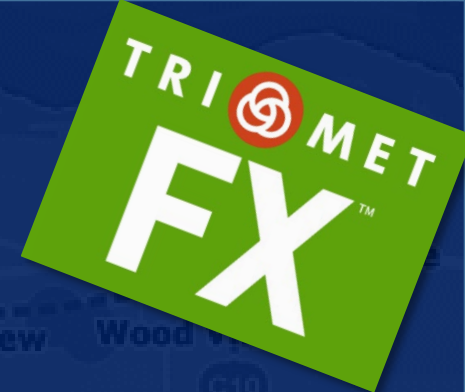


Outline

1. FX System Plan goal
2. Why build an FX network?
3. Why make an FX System Plan?
4. FX System Plan contents
5. Project schedule & partner engagement
6. Question for partners

FX System Plan

Goal



Increase ridership and connections for future riders
by accelerating delivery of cost effective and feasible FX projects

Why build an FX network?

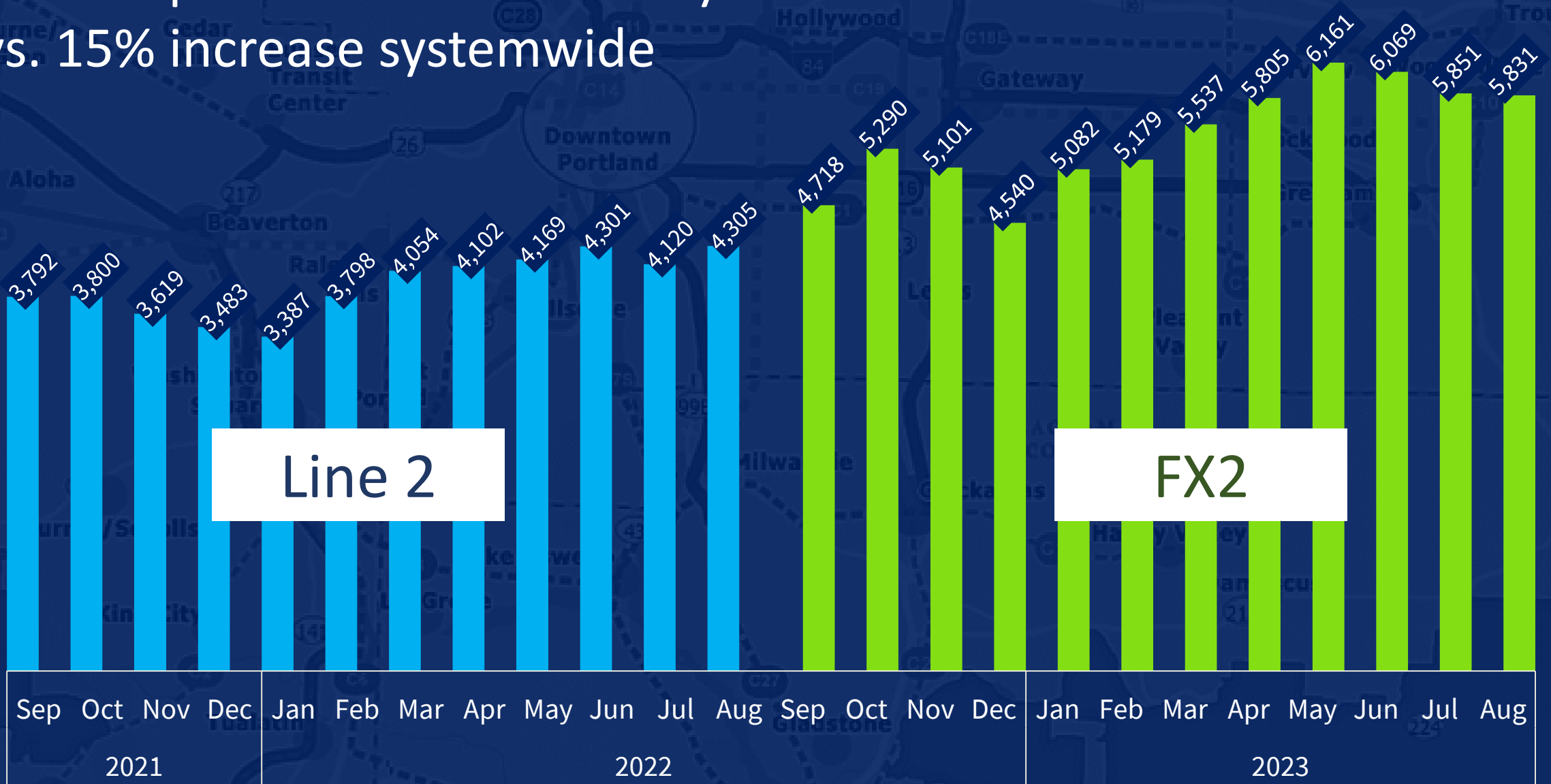
Average trip time 14% - 20% faster in 1st year of FX service
(both directions 7:00a – 7:00p)



	Inner SE Portland	Outer SE Portland	Gresham
Line 2	17.3 min	19.0 min	13.0 min
FX2	14.4 min	15.3 min	11.1 min
Change	-17%	-20%	-14%

Why build an FX network?

Ridership increased 40% in 1st year of FX2 service vs. 15% increase systemwide



Why build an FX network?

FTA Capital Investment Grant Small Starts grants: current BRT pipeline



Average project cost: \$188M / Average CIIG funding: \$99M

Capital Investment Grants Project Pipeline Dashboard. American Public Transit Association, 2024

Why make an FX System Plan?

Challenges that make FX capital projects slower and costlier

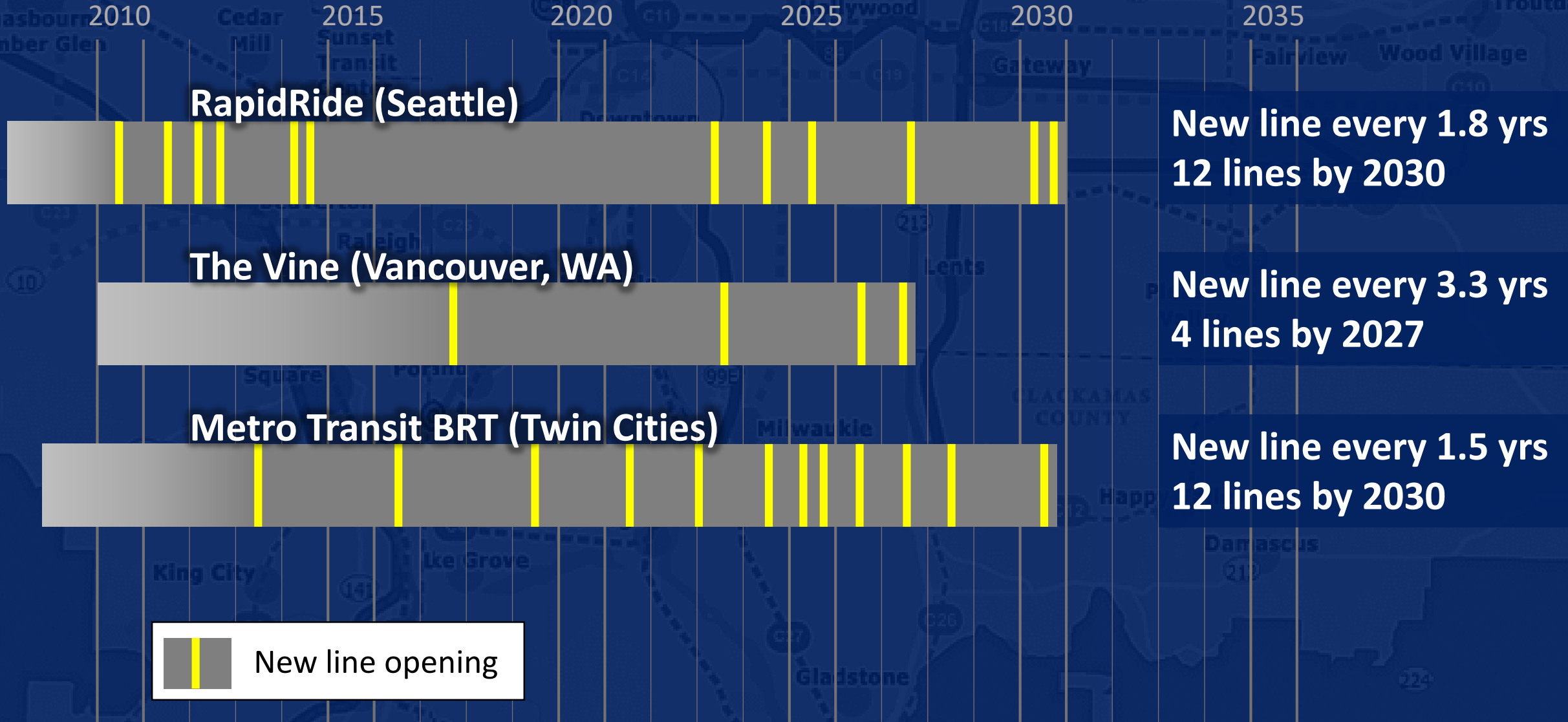


- Long corridors = many communities that deserve service
- Substandard infrastructure (bike, pedestrian, stormwater, etc.)
- Major right of way issues (railroads, narrow rights of way)
- Requests to modify service
 - Vehicle type
 - Stop spacing
 - “Open BRT” lines (combining FX & regular bus)
 - Amenities

Small Starts vs. New Starts funding limitations

Why make an FX System Plan?

Pace of BRT capital projects in peer cities



Why make an FX System Plan?

Build on High Capacity Transit Strategy

- Refine corridors in the HCT plan specifically for FX
- Examine viability of Frequent Service corridors for FX
- Identify specific corridor limits
- Use same or similar datasets when possible

FX Plan will complement and add detail to the HCT Strategy's framework



**HIGH CAPACITY TRANSIT
Strategy**

FX System Plan

Contents



FX System Plan

Standards

What defines FX service?

System Map

What is the preferred FX network?

Project Prioritization

What is the preferred order of FX project implementation?

Upcoming requests to our partner jurisdictions

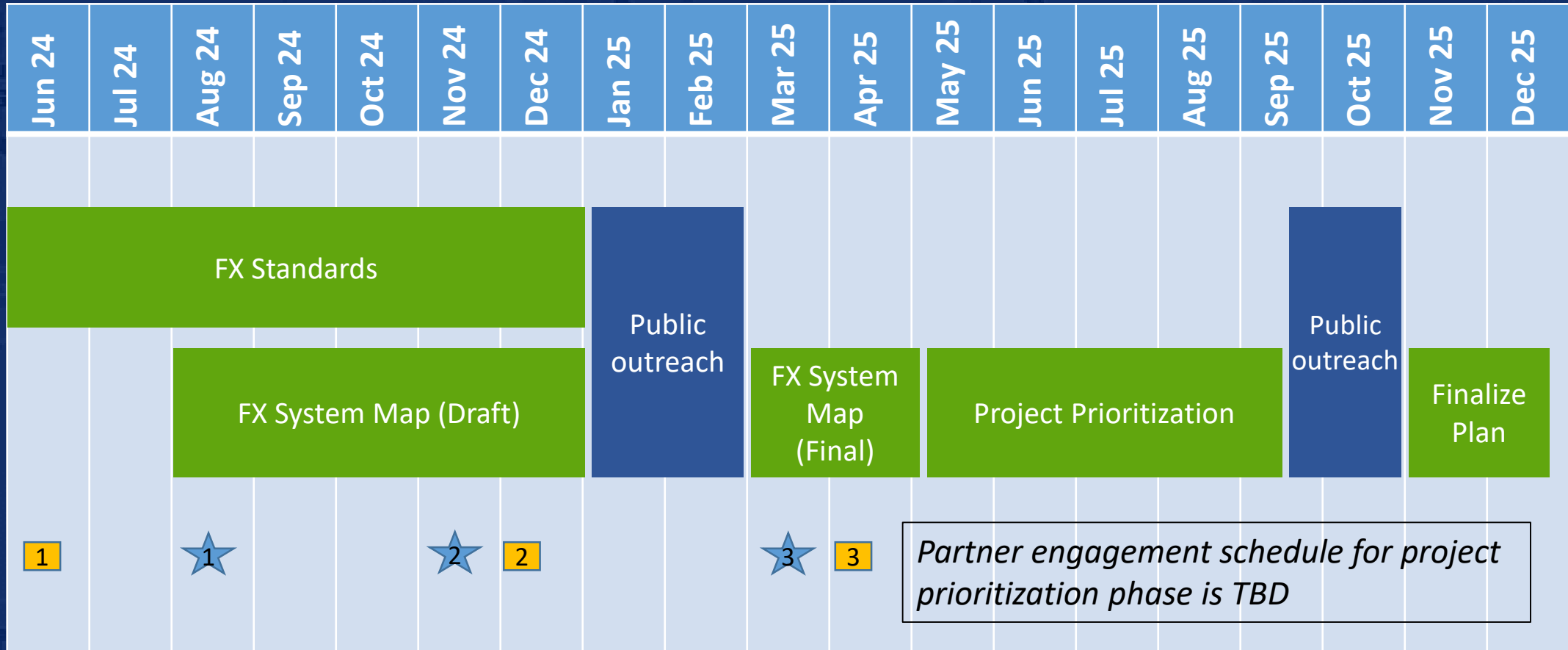


To understand potential project costs, we'll request (1) your data and (2) your review of data we compile on road conditions, such as:

- Whether your design standards are met
- Pavement conditions
- Major utility locations
- Right of way widths
- Existing fiber optic connections
- Traffic signal readiness
- Anything else that speaks to project costs?

This will help refine and deepen the HCT Strategy analysis

Project schedule & anticipated partner engagement



■ Partner engagement via TPAC and County Coordinating Committees

★ Partner engagement via staff workshops by geographic subarea at key milestones

Anticipated partner engagement: Details

■ Partner engagement via TPAC and County Coordinating Committees

1. (June 2024) Introduce Project
2. (Dec 2024) Draft FX network
3. (Apr 2025) Revised FX network responding to public comment

★ Partner engagement via staff workshops by geographic subarea at key milestones

1. (Aug 2024) Review corridor screening; discuss corridor conditions
 2. (Nov 2024) Review draft FX network
 3. (Mar 2024 – *if needed*) Review public comment and revisions to FX network
- Partner engagement schedule for Prioritization phase is TBD

Question:

Is there consensus support for the FX Plan goal?



GOAL: Increase ridership and connections for future riders by accelerating delivery of cost effective and feasible FX projects

Upcoming requests to our partner jurisdictions



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Thank you

Jonathan Plowman
Senior Transit Planner

