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TO: Ally Holmqvist, Metro and the Transit Working Group  
FROM: Ryan Farncomb, Sam Erickson, Eddie Montejo, Parametrix; Oren Eshel, Anna Geannopoulos, Holly Querin, N\N  
SUBJECT: Community Connector Transit Study: Draft Prioritization Approach  
PROJECT NAME: Community Connector Transit Study

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The Community Connector Transit (CCT) study is evaluating opportunities to improve regional mobility through community connector services. In this study, the term “community connector” refers to generic fixed- or flex-route transit service open to the general public that provides first- and last-mile connections to the greater regional transit networks, or key destinations within the communities they operate. The project team developed an assessment of opportunity areas for community connector service that includes documentation of services in existing local plans as well as new potential opportunity areas (see Technical Memorandum #5: Opportunity Analysis Findings). The assessment identifies:

- Geographic opportunity areas: areas of the region that are generally unserved by fixed-route transit that can, or may in the future, support expanded or new community connector transit service.
- Temporal opportunity areas: areas of the region that are generally unserved by fixed-route transit that could support expanded or new community connector transit service for people working non-traditional hours today.

The scope of the analysis focuses on where and when community connector services may be suitable, cost-effective, and beneficial in improving regional mobility where there isn't existing or planned fixed route transit service, and that align with regional goals.

In addition, the team has conducted an assessment of potential mobility hub locations, building off local plans and applying a novel region-wide analysis.

This memorandum details the approach to prioritizing both community connector services and mobility hub locations to support a coordinated regional approach to investment in these services. This prioritization will help set partners up for coordinated funding requests and align the region on shared goals for using scarce funding.

### Community Connector Prioritization Approach

Local jurisdictions and transit providers have developed community connector service plans, some of which have new services that are funded and will be implemented in the near future. The project team has also identified potential new opportunities for these services should more funding or new sources be available in the future. The prioritization approach aims to **prioritize investments by implementation time frame, within each county in the Metro region**. Local priorities in existing plans will be considered as well.

For other opportunity areas not prioritized in local plans, the following criteria will be applied to determine priority:



- Time frame for need: **current**, based on the existing transit network, or **future**, based on the future transit network, future population/employment, and implementation of the Forward Together 1.0 network.
- Equity: within or near areas of high equity need as determined by TriMet's equity index.
- Transit propensity: degree of transit propensity that exists today, based on population and employment density and demographics.
- Engagement feedback: qualitative assessment based on feedback from the partners and community at large from outreach to reflect local efforts and championing community priorities.

The assessment will result in near- (0 to 5 years), medium- (5 to 10 years), and long- (10+ year) investment priorities. Opportunity areas identified as "future" will inherently be categorized as long-term priorities.

### Parks Access Prioritization

The project team is working on a parallel effort to look at improving access to regionally significant parks (determined by Metro) via transit. An initial gaps analysis showed which parks lack any access via transit and which have very weak access via transit; the prioritization effort is limited to only these sites that have weak or no access.

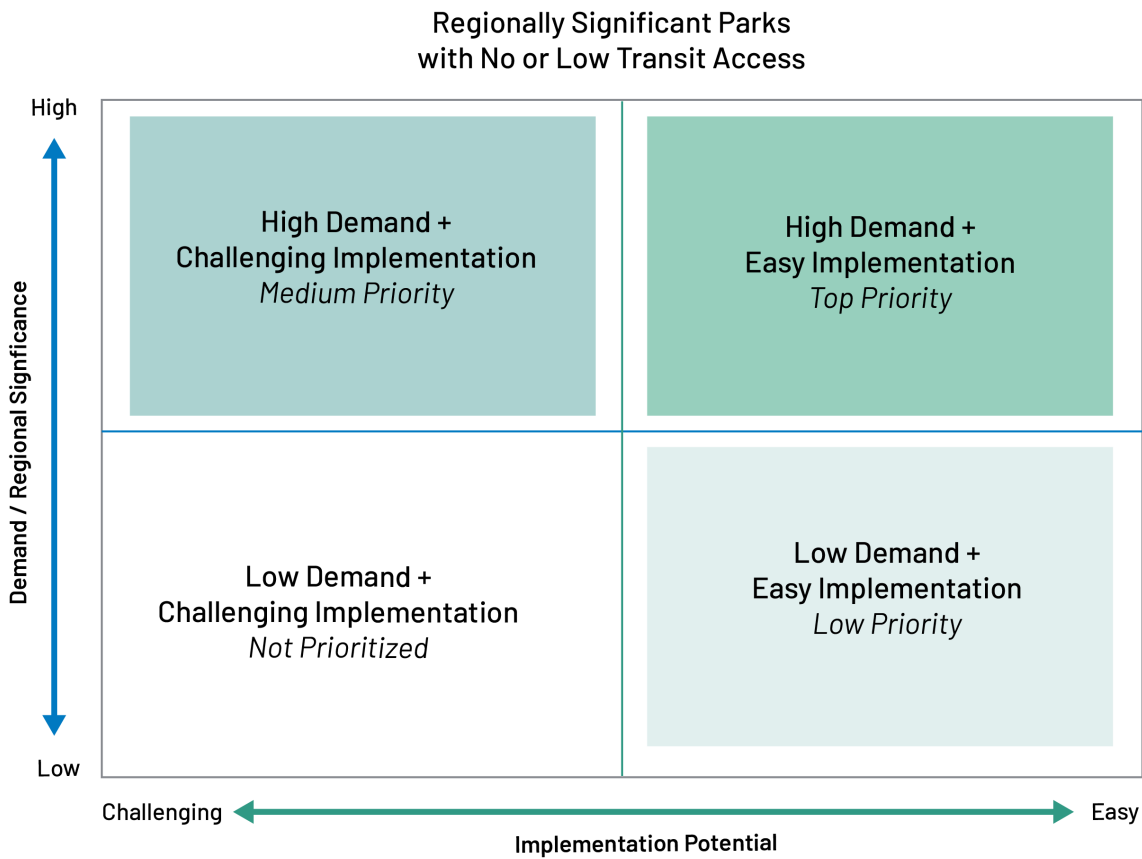
Parks are one of many important destinations to consider when prioritizing transit access improvements, including affordable housing, social services, schools, employment, and other destinations. The relative priority of improving transit access to parks must be considered in the context of the full suite of priority transit destinations. In general, transit access to parks is a lower priority compared to access to social services, medical services, housing, and employment. However, transit service improvements usually connect people to multiple destinations, including parks. This study therefore considers the relative access improvement priority among the identified regional parks. This allows park access to be considered when transit service improvements of any kind are advanced.

Level of demand for and regional significance of the park as well as the ease of implementing transit service to the park will be used to determine which parks are the highest priority for access improvements (See Figure 1):

- **The level of demand for the park facility** will be the primary factor in determining which parks to prioritize for transit access recommendations. Higher priority will be given to:
  - Parks with regional significance or high demand (where data is available).
  - Whether the recreation demand could likely be served by transit (e.g., transit service to parks that exist primarily as boat launching spots would not be a high priority).
  - Parks that could potentially provide more park access to Metro's Equity Focus Areas with limited or no access to regionally significant parks today.
- **The relative ease of providing transit access to the park** elevates parks with the following potential operational characteristics:
  - Parks within one mile of existing transit service (low-effort connections).

- Parks within or near existing, planned, or new opportunity areas for community connector service.
- Parks where transit vehicles can operate.

Figure 1. Parks Prioritization Matrix



Mobility Hub Prioritization Approach

Mobility hub implementation does not typically occur “all at once.” That is, mobility hubs are inherently flexible in their suite of services and features, and in many cases, places designated as mobility hubs already contain some or all of the typical elements described in the *Mobility Hub Typology Memorandum* (2025). In some cases, relatively little investment would be needed to achieve the envisioned standard, and vice versa. Some identified mobility hubs already have all, or close to all features in place and are therefore identified as “existing mobility hubs” that are not prioritized further.

The prioritization approach considers whether a mobility hub location is appropriate for investment today or in the future. In some cases, mobility hub sites are not yet ready for investment, but future population and land use projections show that they will likely be in the future. These are opportunities for partners to consider and prepare for land use planning and acquisition nearer-term. However, the pace and distribution of land use and population changes is hard to predict. Therefore, these locations are not prioritized because it is not possible to know at this point when they will be ready for investment. These locations are called out as “future mobility hubs.”

The prioritization approach identifies those locations by implementation time frame. These prioritized locations represent areas where seeking full build-out of the envisioned mobility hub features appropriate for each mobility hub type should be sought first. The mobility hub prioritization framework is proposed as follows:

- **Existing Mobility Hubs:** those hubs that have the entire suite, or most, of mobility hub features aligning with their typology. Example: South Waterfront/SW Moody Station. These may be prioritized for improvement (near- or medium-term) where there is nexus with potential community connector services.
- **Near-Term:** hub locations that should be prioritized for investment in the next 0 to 5 years.
- **Medium-term:** hub locations that should be prioritized for investment in 5+ years
- **Future Hubs:** hub locations that do not have the necessarily land use, population, transit, or other factors in place today, but are likely to in the future. The timeline and priority level for these locations is dependent on the pace and location of future growth.

Criteria to identify near- and medium-term mobility hub opportunities are shown in Table 1.

**Table 1. Prioritization Criteria**

Mobility Hub Prioritization Criteria	Data or approach
Existing local priority and planning support	Consider local priority and readiness to advance mobility hub features. "Readiness" can include clear support in local plans, transit oriented development opportunities, available public land, or private development opportunities.
Community need	Level of community need, as determined by (1) outreach findings from the engagement work conducted for the study, (2) outreach or engagement findings from other local or regional work, as noted by partners
Equity	Hub is in or adjacent to areas with high equity need, based on TriMet Equity Index.
Transit ridership and connectivity	Locations with highest number of transit connections (e.g., number of fixed route transit lines or community connector services access a location) and highest transit ridership