

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Readiness

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Purpose/Objective

Provide an update as work wraps up on the priorities and tools (milestone 3) for the Community Connector Transit (CCT) Study and work on the final report (milestone 4) phase begins. The CCT Study is being updated in four key phases, ending in action in Fall 2026 (see Attachment 1).

Action Requested/Outcome

Staff is seeking JPACT's feedback to: 1) ensure the opportunity area readiness results meet community needs and reflect regional goals, 2) refine the recommendations included within the governance strategy to best align with desired outcomes, and 3) provide guidance for how the study report could best provide a framework to support future implementation. This study will make recommendations for revisions as part of the 2028 Regional Transportation Plan update.

What has changed since JPACT last considered this issue/item?

In December, JPACT provided feedback to influence 1) refining the identified focus area, parks and mobility hub opportunities to best align with local plans and efforts, 2) reflecting local perspectives in the approach for classifying the focus areas based on needs and readiness, and 3) recommending strategies for engaging with business and community members on the opportunities. Staff incorporated JPACT's feedback by ensuring that all business and community outreach included framing acknowledging TriMet's current budget landscape and contextualizing the study as a visioning effort not backed by funding. The team highlighted the community connector services that are already provided by partners today – every event described those providers and had a resources table filled with brochures for all existing community connectors in the region.

Since then, staff has been working with local agency partners to incorporate feedback to refine the identified community connector opportunities, apply the prioritization methodology to categorize the opportunities, develop a governance and funding strategy, and prepare a report outline.

Opportunity Areas Refinements and Readiness Outcomes

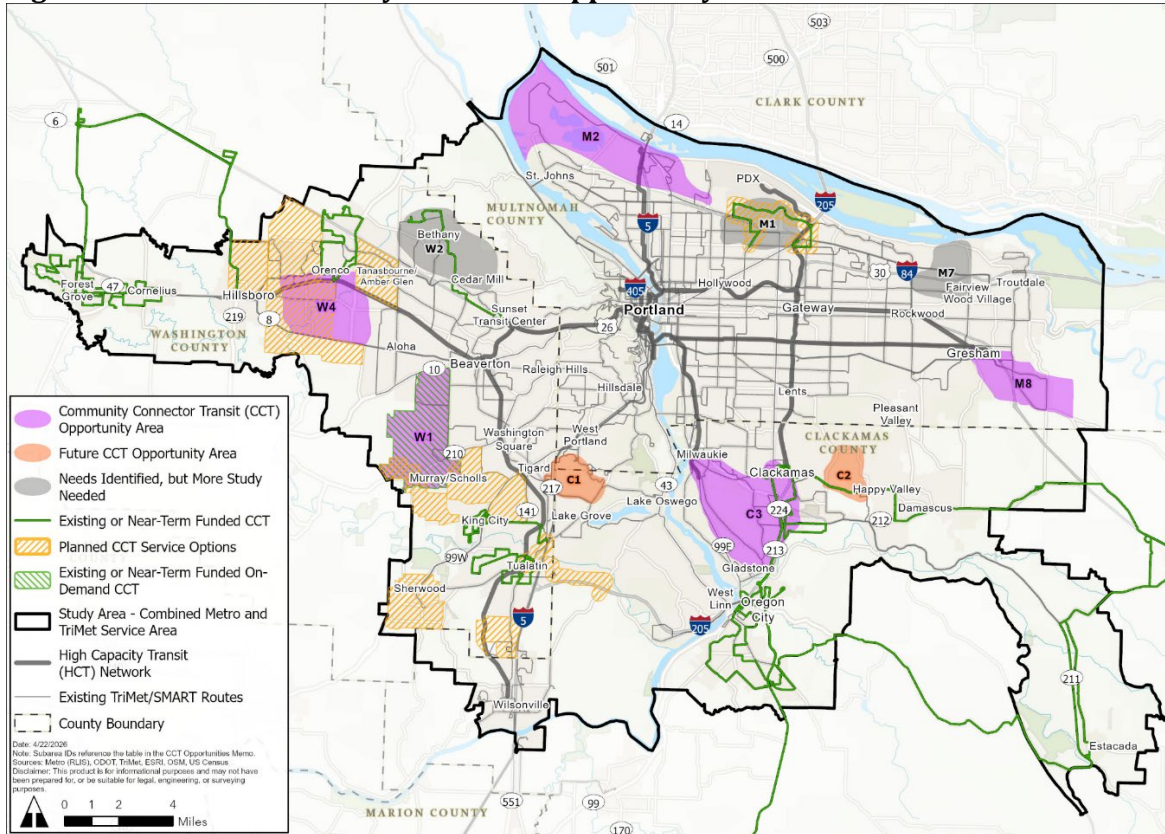
The opportunity areas, proposed to replace community/jobs connectors currently included on the Regional Transit Network Vision Map as part of the 2028 RTP update, are being updated to reflect additional work with partners and business and community members that took place earlier this year. Refinements made based on feedback include the following (see Figure 1 on the next page):

- M1 – Cully (E/W): include the nearby Red Line MAX station and Parkrose/Sumner Transit Center and nearby Native Community housing located along the Line 75
- M7 – Fairview (N/S): include Chinook Landing Marine Park and the library
- M8 – Gresham (NW): include downtown Gresham and the library
- C2 – Happy Valley (SE): include the library and the Sunnyside Village shopping mall
- C3 – Oatfield (NW): include Barbie's Village and the nearby Orange Line MAX station
- W2 – Bethany (W): include the West Union Village shopping center
- W4 – Hillsboro/Aloha (W): include the Cornell Square shopping center

Attachment 3 describes the results of the readiness evaluation for both the opportunity areas and the mobility hub locations, which are categorized as near, medium- or long or future-term opportunities based on their readiness for investment. The opportunity areas prioritization is also

being updated to reflect additional work with partners and business and community members that took place earlier this year. Several opportunity areas were classified as “potential opportunities” and not prioritized due to questions about the level of transit gap and need in the area (i.e., M1 – Cully, M7 – Fairview, and W2 – Bethany). However, these areas came through clearly as community priorities and will be retained on the list as near-term opportunities for additional study (an interim step in planning prior to implementation).

Figure 1. Refined Community Connector Opportunity Areas



Governance Strategy

The project team dug deeper into the decision-making structure that guides how transit service is delivered and how transit services are paid for – looking both at the systems that currently exist within the region and best practice examples from other places in the country. The Governance Strategy provided in Attachment 4 lays out some of these funding and governance challenges faced by transit providers in the region within the current model and explores several case studies that provide opportunities for delivery models that could help the region overcome them.

Next Steps

Staff will return to JPACT in September to introduce the draft report, which will include refinements based on committee feedback highlighted above as well as additional recommendations for supporting implementation of regional CCT. Attachment 5 includes the report outline. JPACT will then be asked to consider accepting the study policy framework and findings and directing staff to incorporate those into the 2028 RTP at the October meeting.

What packet material do you plan to include?

1. Study Workplan: Spring 2026 Update
2. Phase 2 Public Engagement Summaries
3. Prioritization Memorandum
4. Governance Strategy
5. Report Outline