

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee Workshop (TPAC)
Date: Wednesday, April 9, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: [Connect with Zoom](#)
Passcode: Meeting ID: 858 0968 7622 Passcode: 313502 | Phone: +1-346-248-7799

9:00 a.m.	1.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	2.	Comments from the Chair and Committee Members	
9:30 a.m.	3.	Regional Transportation Demand Management Strategy Update	Noel Mickelberry, Grace Stainback, Metro
10:35 a.m.		ADJOURN	Chair Kloster

*Material included in meeting notice packet

**Material presented at meeting

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Date: Wednesday, April 2nd, 2025
To: Metro Transportation Policy Alternatives Committee (TPAC)
From: Noel Mickelberry, RTO School & Community Travel Options Coordinator
Grace Stainback, RTO Grant Program & Evaluation Coordinator
Subject: Regional Transportation Demand Management Strategy: Update

Memo purpose: To provide an update on the progress on Metro's Regional Transportation Demand Management Strategy development project.

What is Transportation Demand Management?

Transportation Demand Management (TDM) informs and encourages people to use walking, biking, rolling, transit and ridesharing to maximize the efficiency of the region's transportation system, leading to improved mobility, reduced traffic and lower carbon emissions. Public and private sector organizations dedicated to providing a better journey for everyone use TDM programs to provide people with transportation options that help them travel in affordable, efficient and sustainable ways. Different types of TDM programs include commuter transportation benefit programs, Safe Routes to School efforts and community-led encouragement/education events and activities.

Metro's role in TDM

The [Regional Travel Options \(RTO\)](#) program has been the region's primary TDM effort since the 1990s with a focus on providing alternatives to single occupancy vehicle trips and helping the transportation system function better. Working with partner jurisdictions, Metro developed the first RTO Strategy in 2003. Since then, the strategy has been updated several times to align with the Regional Transportation Plan (RTP) and evolving regional objectives. The RTO Strategy has served as a funding strategy document, guiding the allocation of Regional Flexible Funding to support TDM activities that improve system efficiency and help meet regional mobility, climate and safety goals.

The upcoming effort will be the first comprehensive Regional TDM Strategy, with the aim to develop shared goals and actions and define roles among regional partners. The plan will ensure that TDM programs support regional mobility, climate, and safety goals in a way that is meaningful and appropriate based on specific contexts for communities across the region. In addition, this process will include an update to the RTO Program Strategy to provide direction to the Metro Regional Travel Options program about how best to support the RTO program's local agency and nonprofit partners to ensure a coordinated and effective regional program.

Why create a Regional TDM Strategy?

Through the process of developing the 2023 Regional Transportation Plan, the region identified the need for clearer direction regarding how Transportation Demand Management should be coordinated and implemented. This direction more clearly describes the role of TDM in helping implement the region's strategies for mobility management and greenhouse gas emission reductions. New policy direction in the 2023 RTP includes new dedicated TDM policies and updates to the Regional Mobility Policy, which includes guidance for local agencies to integrate TDM into local Transportation System Plans and comprehensive plan amendments. The Regional TDM Strategy will include an implementation plan to meet this new regional policy direction. Below are the TDM policies identified in Chapter 3 of the 2023 RTP:

TDM Policy 1. Develop and refine **regional and local TDM policies and implementation plans** to help reach climate, mobility and modal targets.

TDM Policy 2. Provide **adequate TDM resources and programming** to meet the public's specific mobility needs for employment, education and essential services.

TDM Policy 3. Provide and deliver **TDM programming at a variety of scales**: state, regional and local.

TDM Policy 4. Improve **access to travel choices and eliminating barriers for marginalized communities** with a focus on communities of color and people with low incomes.

Recognizing that TDM activities occur without funding from Metro's Regional Travel Options program, the Regional TDM Strategy intends to reflect regionally significant TDM efforts and priorities– regardless of funding source, to capture all TDM activities that help meet these policy goals.

Project Phases & Key Milestones

The work of the Regional TDM Strategy will take place over the course of 18 months, kicking off in July 2024 with completion in December 2025. The project is broken into two phases; Phase I was recently completed and Phase II kicked off in March 2025.

Phase I: Assessment – Summer 2024-Winter 2025

- RTO Program Evaluation
 - o The RTO Program Evaluation analyzes and describes the impact of grants awarded by the RTO program from 2019-2023. The evaluation also provides recommendations for Phase II – specifically identifying ways for the RTO Program Strategy to incorporate refinement of grantmaking, data collection and evaluation processes in support of RTO's three Program Areas of Commute, Safe Routes to School (SRTS), and Community, as well as the 2022 RTO Racial Equity Strategy.
- Regional TDM Needs Assessment
 - o The Regional TDM Needs Assessment identifies TDM challenges and opportunities at a regional level. The assessment leverages information and data collected by the RTO program and its partners (via the RTO program evaluation), as well as additional information through surveys, focus groups and other research tools. The Regional TDM Needs Assessment provides a foundation of research to inform decision-making and the strategic planning process in Phase II.

Phase I Key Deliverable:

Regional TDM Needs Assessment Report – **Attachment 1**

Phase II: TDM Strategy Development – January-December 2025

- Regional TDM Strategy
 - o The Regional TDM Strategy will develop shared goals and measurable outcomes to advance TDM programming and to carry out RTP goals and objectives, specifically the TDM policies listed above as well as direction from the 2023 RTP Regional Mobility Policy Update and the 2022 RTO Racial Equity Strategy. The TDM strategy will define TDM in the context of RTP policies, identify strategic priorities for TDM program delivery, and ensure coordination is identified with complementary programs and policies like Transportation System Management and Operations

(TSMO), emerging mobility/technology, parking management, pricing and other operational strategies.

The Regional TDM Strategy will identify and articulate the TDM approaches that are most effective in different contexts and for various audiences and define current and future roles and responsibilities for TDM providers in the region, including state partners, Metro, local jurisdictions and community-based organizations. These approaches will include specific partner actions to achieve identified outcomes and measure success, and pathways for partners to expand TDM programming. The Regional TDM strategy will identify regional performance measures and metrics to illustrate how and by whom progress toward regional TDM goals will be measured.

The 4/9 TPAC workshop will be dedicated to discussing the incorporation of the TDM Needs Assessment Themes into the draft Regional TDM Strategy Framework.

- RTO Program Strategy Update
 - o The RTO Program Strategy will focus on Metro’s role in the Regional TDM Strategy with specific updates to the investment strategy for TDM in the region that includes grantmaking, technical assistance and Metro-led programs and services. The RTO Program Strategy will develop a refined evaluation methodology for the RTO program to measure the outcomes of investments and progress and will ensure programs and funding are allocated in a manner that advances equity – integrating work already conducted to create the RTO Racial Equity Strategy in 2022.

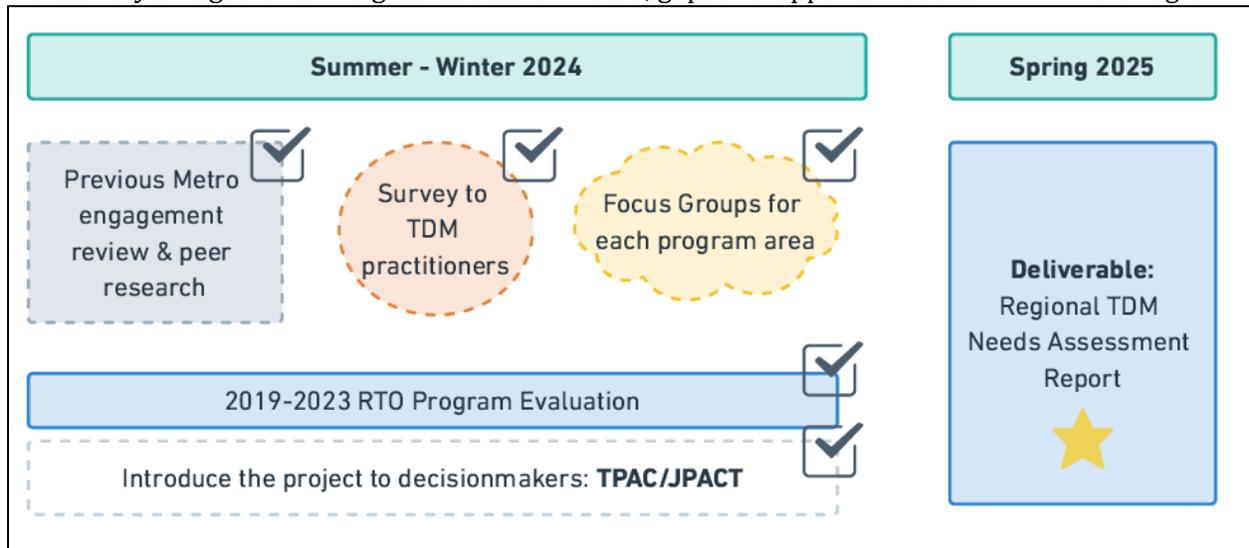
Phase II Key Deliverables:

- Regional TDM Strategy (10 year)
- RTO Program Strategy Work Plan (3 year)

Community Engagement:

Phase I Engagement Inputs:

The Needs Assessment final report provides more detail on each of the engagement inputs, but over the course of 8 months Metro staff and the consultant team supporting this project analyzed previous engagement and input from key partners and conducted additional research from around the country and gathered insights focused on needs, gaps and opportunities for TDM in the region.



Phase II Engagement Inputs:

Engagement for Phase II began in March 2025, and will continue through to the completion of the Regional TDM Strategy and RTO Program Strategy in Fall 2025.

- **TDM Strategy Technical Work Group:** This group will meet three times to provide expert input on TDM Strategy priorities, activities and performance measurement. The group is made up of RTO grantees, state and local jurisdictional partners and Metro staff.
- **Existing TDM Work Groups:** The Metro RTO program already convenes a variety of TDM work groups focused on our different program areas, as well as regular convenings of all RTO partners. This project will bring key decisions that impact the work of these groups
- **Topic-specific discussion sessions:** This summer, as strategic priorities and activities are further developed, Metro will convene topic-specific discussion sessions with partners to provide input on how the Strategy can effectively address these emerging priorities.
- **Public Comment:** In September, the draft TDM Strategy & RTO Program Strategy will be open for public comment before coming back to TPAC, JPACT & Metro Council for action.



Regional TDM Strategy Next Steps

The Regional TDM Strategy, and the accompanying RTO Program Strategy Update, will be brought back to TPAC, JPACT and the Metro Council for action in fall 2025. Implementation will occur directly following adoption. Recommendations in the strategy will inform the FY 2027-2029 RTO competitive grant solicitation that will open in January 2026.

Read more about the Regional TDM Strategy and sign up for updates on the project webpage: www.oregonmetro.gov/traveloptionsplan

TPAC Discussion:

- Feedback and input on integration of the Needs Assessment Key Themes into the draft TDM Strategy Framework

Attachments:

Attachment 1: Regional TDM Needs Assessment Report



Needs Assessment Report

Regional Transportation Demand
Management (TDM) Strategy

March 2025

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BACKGROUND

Metro's Regional Transportation Plan (RTP), adopted in 2023, provided new Transportation Demand Management (TDM) policy direction and identified the need for clearer guidance on how TDM should be implemented. The new RTP requires a greater commitment from the region's cities and counties to implement TDM activities, and recognizes the important role played by non-profit organizations and other partners in delivering TDM services.

The Regional Transportation Demand Management (TDM) Strategy being developed by Metro, with support from Alta Planning + Design's consultant team, will expand the scope of the previous Regional Travel Options (RTO) Program Strategy to implement new policies of the 2023 RTP. The Regional TDM Strategy will provide implementation guidance to local agency and non-profit partners and provide direction on how the Metro RTO program can identify and coordinate TDM activities that are meaningful and appropriate to the context of specific communities.

Metro's Regional TDM Strategy is being developed through two distinct project phases:

- **Phase 1: Assessment** – focused on assessing needs and opportunities for the Metro RTO program and regional TDM services.
- **Phase 2: Strategy Development** – focused on developing a Regional TDM Strategy, and an update to Metro's 2018 RTO Program Strategy in the form of an internally-oriented RTO work plan.

NEEDS ASSESSMENT PURPOSE AND METHODOLOGY

The purpose of the Regional TDM Strategy Needs Assessment is to elevate key themes across all Phase 1 assessment activities (completed between April 2024 and February 2025) and serve as a pivot point to move into Phase 2 of the project. The challenges and opportunities for TDM programs and services identified in this report will be carried forward into the development of the strategy.

The following Phase 1 activities informed the preparation of the Needs Assessment:

- **Materials review and background research**, which included three informational interviews with peer agencies and the development of a technical memo detailing best practices, challenges, and opportunities to address in the project.
- **Past engagement summary**: Past engagement materials associated with the 2023 RTP, RTO Racial Equity Strategy, and RTO Racial Equity Learning Cohort input were reviewed to identify key themes to consider in the Regional TDM Strategy development process.
- **2019-2023 RTO grant cycle evaluation**, which assessed the impact of the last RTO grant cycle and identified key takeaways and recommendations in a technical memo.

- **Regional TDM practitioners survey:** An online survey was conducted in Nov/Dec 2024 to gather information from TDM practitioners to address key questions surround TDM needs, gaps, and opportunities.
 - A separate survey was conducted by Metro to request input from local Transportation System Plan (TSP) leads on how Metro can support their planning work per updated RTP and state rules.
- **Focus groups:** The 2019-23 RTO grant evaluation identified key audiences to target for three focus groups, which were held in January 2025 and focused on identified gaps in TDM programming and better understanding barriers to accessing travel options. These focus groups included commute benefit providers from small, large and nonprofit employers; affordable housing resident service coordinators; and school-based service providers in Forest Grove where there is not currently a formal SRTS program.
- **Topic-specific research and recommendations:** The 2019-23 RTO grant evaluation identified two additional research activities, which were summarized in individual memos:
 - National best practices post-pandemic: TDM responses to changes including a shift to flexible work patterns and a rising need to focus on all trip types.
 - Measuring TDM strategy long-term impact, to inform how to measure and calculate – or estimate – the long-term impact of specific TDM interventions.

REGIONAL TDM STRATEGY NEEDS AND OPPORTUNITIES

Nine key themes were identified through the Needs Assessment process. Each theme includes a description of the nature of the challenge and/or opportunity followed by a list of recommendations for consideration in the Regional TDM Strategy.

1 | Expand Financial Incentives and Access to Transit Pass Programs

Transit pass programs and financial incentives are proven ways to increase transit ridership and improve access and mobility. However, in the Metro region transit pass programs can be challenging to administer, and new offerings and incentives are needed to expand access and encourage mode shift. Employers and higher education providers seek more flexibility in pass programs to serve a more diverse range of employees, including hybrid workers and day-passes for site staff for whom the cost of a Universal Pass is difficult to justify. Additionally, the administration of reduced fare programs by community-based groups has been challenging to meet resident’s needs and track usage. Lastly, as RTO aims to encompass an “all-trips approach,” there is a gap for residents who do not have access to commute benefit programs through their work or who may primarily travel for other needs. More broadly than transit passes, other incentive programs to improve access

to travel modes have also seen success in mode-shift, such as Transportation Wallet programming or 'earn a bike' programs.

The needs assessment identified the following opportunities to address this theme:

- Conduct a regional transit pass program and incentive study, which could include:
 - Establishing and promoting an expanded suite of employer transit pass programs, adapted to flexible work schedules (e.g., pay-what-you-use program).
 - Advancing programming for multi-family and affordable housing, including support for resident service providers administering Reduced Fare passes, improving ease of access for Reduced Fare riders to sign up, and piloting residential-focused pass packages at market rate multi-family housing.
 - Expansion of transit pass programming for youth.
 - Identifying and testing regional incentive programs to promote travel options use, building off existing local programs. Focus on expanding programs to cross jurisdictional boundaries, for ease of administration and brand recognition (i.e. Transportation Wallet). Explore different ways of distributing incentives depending on focus audience of the program.

2 | Enhance Regional TDM Coordination and Resources

Partners and service providers identified a need for consolidated information and customizable resources regarding travel options for their constituents. For example, service providers (such as a housing coordinator) are often unaware of the different travel options programs and services available, or of the specific organizations who have the capacity to provide them. Metro serves an important function as a regional convener and as such, RTO should play a stronger role in the coordination and consolidation of TDM information and resources. Consolidated and readily available information about TDM services and resources in the Metro region provides an opportunity for expanded travel options service use and partnership between community-based organizations (CBOs), employers, and travel options partners to meet the transportation needs of their constituents. This effort would limit redundant or overlapping efforts by TDM practitioners and establish a shared understanding of how specific TDM efforts can contribute to larger, regional successes.

The needs assessment identified the following opportunities to address these challenges:

- Use the RTO strategy to more clearly define Metro's role as a TDM convener responsible for consolidating information and resources and supporting collaboration between TDM practitioners regionwide.
- Develop centralized hubs for TDM information and resources relevant to resident, school, and employment audiences. Consider both the end user, as well as service

providers/program administrators when preparing resources. This can help reduce duplicative efforts, enhance program efficiency, and improve user experience/access.

- Improve communication between regional TDM service providers to ensure that partners know about available resources, as well as services offered by other partners in the region, that they can share with their constituents.
- Develop and support the delivery of a basic level of TDM services regionwide.
- Broaden the use of RTO's Commute Program CRM tool and employer database to be available to all partners engaging in employer outreach.
- Clearly define roles and responsibilities between Metro, local jurisdictions, and transportation service providers to better coordinate on TDM programs.

3 | Expand and Optimize Funding for Regional TDM Programs

Funding for TDM programs in the Metro region is limited and heavily reliant on a few key sources, restricting the ability to scale programs and adapt to evolving transportation needs. Metro faces ongoing challenges to develop impactful grant programs with limited funding at a time when travel patterns and needs continue to shift. As the RTO grant program becomes more competitive with the increase in partners and applications, the program must establish clear regional funding priorities to guide decision-making, as well as inform the allocation of resources for technical assistance and/or direct services provided by RTO and its partners. Finally, RTO's grant process can be complex, making it difficult for local jurisdictions and community organizations to access funding equitably.

The needs assessment identified the following opportunities to address this theme:

- Commit regional staff time to explore opportunities for diversifying TDM funding sources to maximize impact as well as identifying opportunities to pilot projects that advance regional TDM strategy goals and outcomes.
- Work with all TDM funders in the region to establish clear priorities & processes for funding criteria, reporting, and outcome measurement. Attempt to align priorities wherever possible and streamline reporting/data collection.
- Base RTO funding priorities on shared regional outcomes identified in TDM Strategy.
- Expand the portfolio of local/jurisdictional TDM funding for programs to guard against overreliance on a single source of funding and increase flexibility on eligible activities (e.g., taxes, fees, parking revenue).
- Improve access to Metro RTO funding by simplifying and consolidating the application process, using recommendations from the RTO Racial Equity Strategy.
- Deliver TDM services that are universally available in all parts of the region (e.g., ODOT's Get There program), while customizing to meet the needs of specific

communities. Use pilots as an opportunity to secure new funding and showcase program impact.

4 | Improve TDM Performance Measurement

The RTO program has traditionally relied on the collection of individual partner outputs to estimate the outcomes and benefits associated with TDM activities. However, measuring the impacts of specific TDM strategies remains a challenge for many organizations, including Metro and its grant program partners. Inconsistent metric tracking and disparate data sources, formats, methodologies, and assumptions are prevalent across TDM programs, preventing clarity of TDM's overall contribution to regional goals. Additionally, while short-term outputs are being captured, the long-term outcomes of TDM programs are not currently assessed, leaving a knowledge gap related to the impact of investments. The 2019-23 RTO grant program evaluation identified a need to simultaneously elevate priorities for TDM performance measurement region-wide, while simplifying and streamlining the data collection process for RTO partners.

The needs assessment identified the following opportunities to address this theme:

- Align TDM performance measurement with concurrent state and regional efforts to measure success related to transportation, climate and equity goals.
- Develop shared regional outcomes for practitioners and partners to measure success of TDM efforts.
 - Develop simple tools and mechanisms for RTO partners to report streamlined information that can support measurement of the program's impact towards these regional outcomes. Ensure outputs connect back to desired outcomes.
 - Consider progress towards regional outcomes when prioritizing resources.
- Improve employer data collection, standardization and coordination with state and regional partners. Improve data sharing agreements with transit agencies.
- Recognize the value of context-specific evaluation and qualitative information, particularly in the Community space, to better understanding the needs of specific user groups and the effectiveness of TDM strategies.
- Pilot methodologies and tools to estimate the impacts of resource distribution, as well as the long-term impacts of specific TDM strategies. Use pilot programs as opportunities to collect data that can be used to enhance measurement of regional outcomes.

5 | Address Safety and Security Concerns in the Public Realm

Public safety concerns onboard buses and trains have had an impact on transit ridership. Real and perceived threats to personal safety while traveling is impacting the public from utilizing travel options more broadly. Parents and caregivers have concerns that their children are not safe waiting for the bus or traveling by active modes to school. Fear associated with immigration status prevents some community members from engaging with community programming. Meanwhile, services like Emergency Ride home (ERH) are being overused by students at higher education institutions, citing safety reasons. Investing in community-led solutions and continuing to adapt programming to support community's unique needs will be a critical component of the Regional TDM Strategy.

The needs assessment identified the following opportunities to address this theme:

- Make explicit Metro's commitment to safety with an emphasis on racial equity and mitigating barriers for the region's underserved and most vulnerable communities.
- Pursue new initiatives with partners to expand TDM influence and involvement in addressing public safety and security concerns that are barriers to transportation options use. Work closely with culturally specific organizations to identify issues and implement solutions.
- Work with partners who provide critical safety and security measures for travel options (like transit agencies) to collaborate on solutions – i.e. lighting, more staff presence on trains, bystander intervention.
- Support more walking/rolling group programming to provide opportunities for community members to use travel options and learn how to travel new ways comfortably.

6 | Adapt TDM Strategies to Evolving Travel Patterns

The COVID-19 pandemic has profoundly disrupted traditional transportation patterns, exposing gaps in current TDM strategies. The rise of hybrid and remote work has reduced the predictability of daily commutes, while flexible work arrangements have driven an increase in diverse, non-commute trips such as errands, medical visits, and recreational activities. As employers implement return to work policies, vehicle congestion remains a concern in the region while transit ridership still lags below pre-pandemic levels. TDM practitioners are challenged to adjust programming to focus on all types of trips, supporting the needs of workers most likely to continue to have a daily commute (such as essential workers and shift workers), as well as effectively supporting travel options access to non-commute related opportunities – particularly for underserved or marginalized community members.

The needs assessment identified the following opportunities to address this theme:

- Direct programming to expand TDM investment to a broader range of trip types, locations outside of the urban core, and focused community audiences.
- Prioritize initiatives focused on a variety of work schedules – like shift or hybrid workers – to respond to changing commute travel patterns and workplace policies.
- Support commuter services such as vanpool or shuttles in areas with a high density of employers outside of the urban core, where travel options are not as accessible.
- Better define the RTO Community Program’s focus audiences or destinations and customize programming to meet their specific needs. Develop and prioritize programming that supports travelers and workers at major events and destinations, such as airports, concerts, sporting events, healthcare centers. Particular consideration should be given to destinations that are on the periphery of the region and/or destinations that are not well served by existing travel options.
- Prioritize supporting RTO Commute Program providers to deliver employer-based challenges/rewards and leverage current return to work trends to implement new programming.
- Expand Metro RTO efforts to address emerging trends like e-bikes with new tools, resources, and policy guidance.

7 | Strengthen Equitable & Effective TDM Program Delivery

Metro’s RTO program is committed to advancing programs that are effective at reducing vehicle trips, as well as advancing programs that provide equitable access to travel options throughout the region. Metro has made progress advancing these priorities through updates to the RTO grant program as well as the 2022 RTO Racial Equity Strategy, and the Regional TDM Strategy presents an opportunity for more defined support of these efforts. The Regional TDM Strategy will identify specific regional outcomes and a prioritized list of activities that advance both priorities. Opportunities to move the needle in these areas exist within grantmaking, developing capacity building resources for existing and new partners, and directly investing in priority programming where there are gaps. Through these efforts, Metro can play a role to ensure robust implementation of these activities.

The needs assessment identified the following opportunities to address this theme:

- Using regional outcomes that will be identified in the TDM Strategy, the RTO program should invest in technical assistance and direct services to advance implementation of proven TDM activities.
- Work with partners to implement RTO Racial Equity Strategy recommendations to build racial equity into existing programming and better define opportunities to invest in culturally specific organizations to deliver travel options programming.

- Invest in the critical work of building trust & community engagement.
- Co-create programs and campaigns with culturally specific organizations and members of the community.
- Continue to iterate on RTO grantmaking structure to advance both travel options service delivery capacity and racial equity capacity.
- Collaborate with other TDM funders and local jurisdictions to elevate effective and equitable activities funded outside RTO and vice versa.

8 | Advance & Strengthen New & Existing TDM Policies

Existing TDM policies have unrealized potential to reduce SOV trips, and new TDM policies could serve to bolster the impact of TDM efforts. The impact of Oregon Department of Environmental Quality’s (DEQ) Employee Commute Option (ECO) rule could be increased through stronger partnerships with employers or amplified by establishing regional or local Commute Trip Reduction (CTR) related policies. The new TDM-specific policies established in Chapter 3 of the 2023 RTP are a call to action for Metro and its partners to refine policy and implementation of TDM at the regional and local level. Additionally, the TDM element of the updated Regional Mobility Policy established in the 2023 RTP relies on local planning staff to effectively implement, but many lack experience or political support at the local level to implement TDM policy and programs.

The needs assessment identified the following opportunities to address this theme:

- Advance TDM policy at the local, regional and state level through coordinated efforts.
 - Support improvements to ECO Rules implementation and commute trip reduction (CTR) related policy efforts (e.g., regional/jurisdictional CTR rules that take ECO further).
 - Establish a TDM coordinating committee with representatives from all levels of government.
 - Support the consideration and development of local TDM Ordinances.
- Establish a system for Metro and the RTO program to support TDM in local transportation system planning (TSP) processes.
 - Create guidance and resources for jurisdictions regarding inclusion of TDM in local TSPs. Update and add resources in response to identified needs.
 - Facilitate connections between local jurisdiction planning staff and TDM practitioners who administer (or could administer) programs and services within the relevant jurisdiction.
 - Direct RTO funding to support local planning work and/or implementation of TDM projects identified in local plans.

9 | Align TDM Efforts with Complementary Transportation Strategies

The use of transportation options across the region is affected by many factors that are outside the purview of the Metro RTO program and Regional TDM Strategy. Complementary efforts can be leveraged by TDM program efforts, and it is strategic for the Regional TDM Strategy to identify ways to influence or coordinate with complementary efforts that are critical to the success of TDM. Complementary efforts include, but are not limited to, transit access, walk/bike infrastructure, parking policy, transportation system management and land use. For many local jurisdictions, some of these complementary strategies are included in the definition of TDM – like parking, pricing and development review. Of note, free and abundant parking was identified across needs assessment activities as a universal challenge to building demand and use of travel options.

The needs assessment identified the following complementary efforts for successful TDM implementation:

Transit Access/Service:

- Expanded transit options for underserved/rural areas and better integration across transit agencies.
- More frequent, reliable, and secure public transit.
- Investment in safe routes to transit for people walking and biking, including addressing route connectedness, and secure bike storage or parking at transit hubs.

Walk/Bike Access:

- Safe walking and biking infrastructure (sidewalks, bike lanes, crosswalks, traffic calming measures).
- School-specific safety improvements (crossing guards, speed zones, safer walking/rolling routes).
- Secure bike storage and bike network connectivity.

Land Use/Parking:

- Land use, and the location/density of housing and employment in a given context directly impacts the viability of travel options.
- Parking policy changes that reduce the availability of ample and free parking at a variety of locations, and that address the impacts on travel options use.

Other:

- Mobility hubs to integrate transportation modes.
- Shared micromobility and other emerging technologies.
- Cost and convenience issues, which were reported as barriers to using travel options by several community partners.

CONCLUSION

This needs assessment report memo elevates key findings across all evaluation and assessment activities for consideration and inclusion in the Regional TDM Strategy. While it serves as a starting point for strategy development, the opportunities and recommendations will be refined and enhanced through working groups, staff efforts, and additional research.

This report was developed by Metro's Regional Travel Options (RTO) team with support from a consultant team comprised of staff from Alta Planning + Design, Cascadia Partners & Nelson\Nygaard.

Materials following this page were distributed at the meeting.



Regional Transportation Demand Management (TDM) Strategy

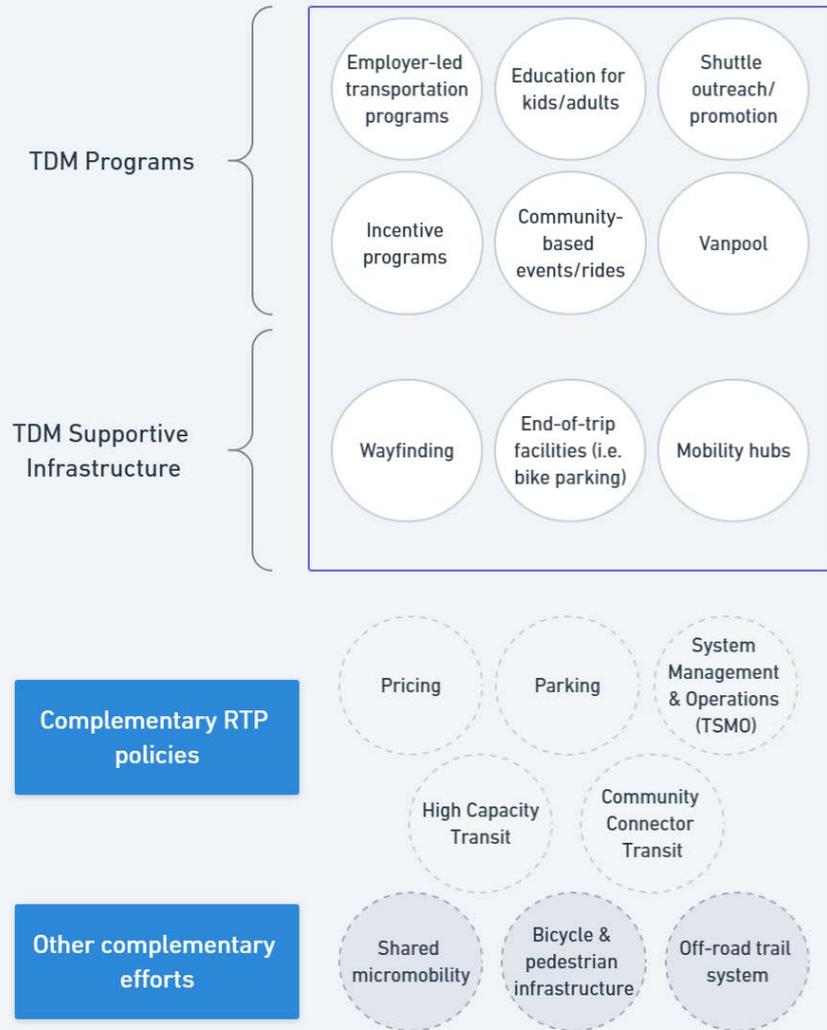
TPAC - April 9, 2025

Today's purpose

- Update TPAC on the project, process, and key themes from the Assessment phase of the project
- Gain feedback to inform next steps in strategy development

What is TDM?

- Connecting people to the transportation modes they have available now
- Address the demand on the transportation system by supporting travel options
- The Regional Travel Options program is how Metro invests in TDM



Metro's Regional Travel Options Program

Metro's RTO program provides grants and supports efforts that increase travel options use.

Three program areas:

- Commute
- Community
- Safe Routes to School



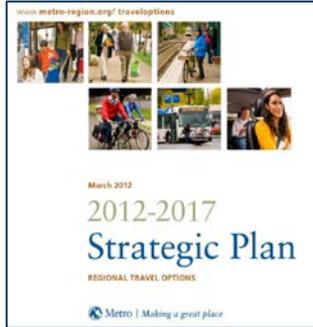
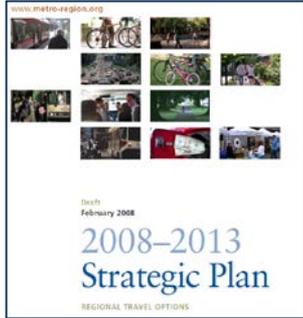
RTO Strategy history

Regional Travel Options Program 5-Year Strategic Plan

Strategic plan and appendices



December 2003



2018 Regional Travel Options Strategy

Adopted by Metro Council, May 24, 2018



Metro Regional Travel Options Racial Equity Strategy

July 2022



2003

2008

2012

2018

2022

Why a Regional TDM Strategy?

- Metro policies
 - 2023 Regional Transportation Plan
 - Climate Smart Strategy direction
 - Metro's Strategic Plan to Advance Racial Equity, Diversity & Inclusion
- Regional needs & opportunities
 - Changing travel patterns post COVID
 - Align TDM efforts in the region

2023 RTP: Chapter 3

Regional TDM Policies

1. Develop and refine **regional and local TDM policies and implementation plans** to help reach climate, mobility and modal targets.
2. Provide **adequate TDM resources and programming** to meet the public's specific mobility needs for employment, education and essential services.
3. Provide and deliver **TDM programming at a variety of scales**: state, regional and local.
4. Improve **access to travel choices and eliminate barriers for marginalized communities** with a focus on communities of color and people with low incomes.

Regional TDM Strategy: Key Project Phases

Summer 2024- Spring 2025

Phase I: Assessment

Regional TDM Needs Assessment

2019-2023 Metro RTO Grant Program
Evaluation

We are
here



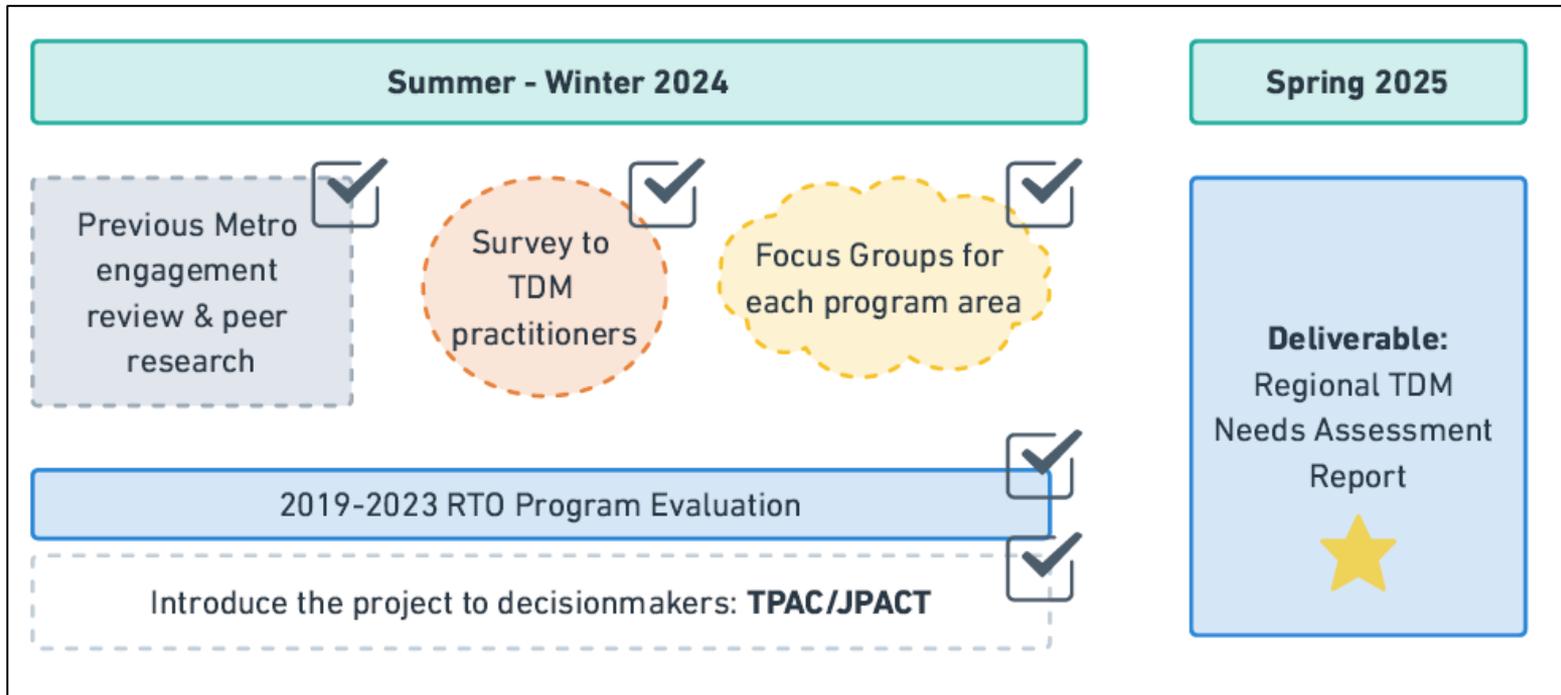
Spring - Winter 2025

Phase II: Strategy Development

Regional TDM Strategy

Metro RTO Program Strategy

Phase I: Assessment Input & Deliverables



TDM Needs Assessment Key Themes

- Nine key themes identified from the Assessment Phase
- Intent is to carry these themes forward into the development of the Regional TDM Strategy
- Each theme includes potential opportunities, identified with input from our Technical Work Group

Theme #1: Expand Financial Incentives and Access to Transit Pass Programs

Example Opportunity:

- Conduct a regional incentive study, which could explore:
 - Transit pass programs for multi-family and affordable housing
 - Testing other regional incentives, building off existing local programs.

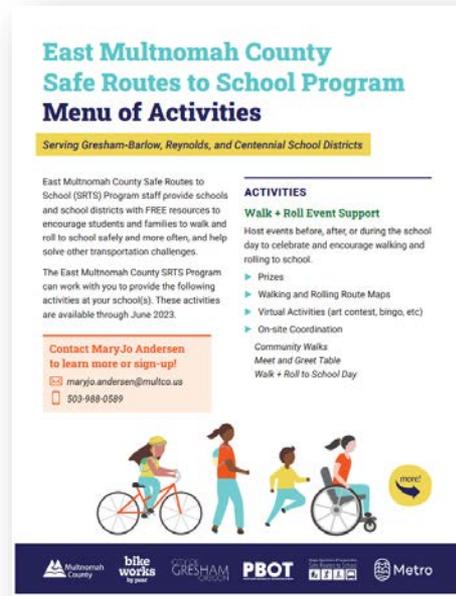


The Street Trust Ride-2-Own “how to ride an e-bike” clinic, fall 2023

Theme #2: Enhance Regional TDM Coordination and Resources

Example opportunity:

- Develop centralized hubs for TDM information and resources based on audiences: residents, schools, and employers. Consider both the end user, as well as service providers/program administrators when preparing resources.



**East Multnomah County
Safe Routes to School Program
Menu of Activities**

Serving Gresham-Barlow, Reynolds, and Centennial School Districts

East Multnomah County Safe Routes to School (SRTS) Program staff provide schools and school districts with FREE resources to encourage students and families to walk and roll to school safely and more often, and help solve other transportation challenges.

The East Multnomah County SRTS Program can work with you to provide the following activities at your school(s). These activities are available through June 2023.

Contact MaryJo Andersen
to learn more or sign-up!
✉ maryjo.andersen@multco.us
☎ 503-988-0589

ACTIVITIES

Walk + Roll Event Support

Host events before, after, or during the school day to celebrate and encourage walking and rolling to school.

- ▶ Prizes
- ▶ Walking and Rolling Route Maps
- ▶ Virtual Activities (art contest, bingo, etc)
- ▶ On-site Coordination

Community Walks
Meet and Greet Table
Walk + Roll to School Day

more!

Multnomah County bike works to go GRESHAM to go PBOT Metro

East Multnomah County Safe Routes to School provides a comprehensive Menu of Services to school districts who are served by many programs

Theme #3: Expand and Optimize Funding for Regional TDM Programs

Example opportunity:

- Commit regional staff time to explore opportunities for diversifying TDM funding sources
- Base RTO funding priorities on shared regional outcomes identified in Regional TDM Strategy

Theme #4: Improve TDM Performance Measurement

Example Opportunity:

- Identify concrete outcomes for each Strategic Priority in Regional TDM Strategy
 - Use desired outcomes to prioritize funding
 - Develop simple tools and mechanisms for RTO partners to support measurement

Theme #5: Address Safety and Security Concerns in the Public Realm

Example Opportunity:

- Pursue new initiatives with partners to expand TDM influence and involvement in addressing public safety and security concerns.
 - Invest directly in culturally specific organizations to identify issues and implement solutions.
 - Provide bystander intervention trainings for TDM service providers.



Division Midway Alliance youth ambassadors at a Play Street event, Fall 2024

Theme #6: Adapt TDM Strategies to Evolving Travel Patterns

Example opportunity:

- Expand partnerships with affordable housing providers and CDCs.
- Develop programming to support travelers and workers at major events and destinations, such as airports, concerts, sporting events, healthcare centers.



Oregon Walks staff facilitate a community destinations mapping exercise at an affordable housing site in Wilsonville, Fall 2023

Theme #7: Strengthen Equitable & Effective TDM Program Delivery

Example opportunity:

- Continue to iterate RTO grantmaking structure & direct Metro resources to support partners in advancing both travel options service delivery capacity and racial equity approaches in program delivery.



Community-created content promoting TO at Portland Indigenous Marketplace community events, Winter 2024

Theme #8: Advance & Strengthen New & Existing TDM Policies

Example opportunity:

- Advance TDM policy at the local, regional and state level through coordinated efforts.
- Establish a system for Metro and the RTO program to support TDM in local transportation system planning (TSP) processes.

Interim TDM and TSMO System Completeness Guidance

In support of the Regional Mobility Policy
in the RTP

August 2024



*Interim policy guidance to support TDM in local
planning processes per 2023 RTP*

Theme #9: Align TDM Efforts with Complementary Transportation Strategies

Example opportunity:

- Identify the specific complementary programs, policies & projects that are critical to the success of TDM Strategic Priority Areas.



¿Puedes encontrar las cartas de Lotería que hemos escondido en estas calles?
Can you find the Lotería cards we've hidden in these streets?

EL PASADOR DE PERROS
El paseo al perro es una actividad saludable y divertida. El proyecto agregó cruces peatonales, más alumbrado público, agregó aceras donde faltaban y mejoró los carriles de bicicleta entre SE Stark St y SE Powell Blvd. Las personas que conducen deben reducir la velocidad, tener cuidado y estar atentos a más personas que caminan, andan en bicicleta y ruedan por la calle.

El Proyecto de Seguridad y Acceso al TriMet de SE 162nd Avenue
El proyecto construyó nuevos cruces peatonales, más alumbrado público, agregó aceras donde faltaban y mejoró los carriles de bicicleta entre SE Stark St y SE Powell Blvd. Las personas que conducen deben reducir la velocidad, tener cuidado y estar atentos a más personas que caminan, andan en bicicleta y ruedan por la calle.

The SE 162nd Avenue Safety and Access to Transit Project
This project built new pedestrian crosswalks, more street lighting, added sidewalks where they were missing, and enhanced bike lanes between SE Stark St and SE Powell Blvd. People driving should slow down,

El 4M Neighborhood Greenway
El proyecto agregó carriles para bicicletas y marcas en el pavimento, alumbrado público, topes de velocidad, aceras y árboles en SE Mill St, SE Millmain Dr y SE Main St entre SE 130th Ave y SE 174th Ave. Esta calle tiene un nuevo límite de velocidad de 20 mph y los vecinos pueden esperar que más personas caminen y anden en bicicleta en la ruta.

The 4M Neighborhood Greenway

PBOT RFFA Step 2 project capital project activation

Activity: Prioritizing Themes

Mentimeter:

<https://www.menti.com/al1mz1pd33qa>



Needs Assessment Themes
Expand Financial Incentives & Access to Transit Pass Programs
Enhance Regional TDM Coordination & Resources
Improve TDM Performance Measurement
Expand & Optimize Funding for Regional TDM Programs
Address Safety & Security Concerns in the Public Realm
Adapt TDM Strategies to Evolving Travel Patterns
Strengthen Equitable & Effective TDM Program Delivery
Align TDM Efforts with Complementary Strategies
Advance & Strengthen New & Existing TDM Policies

Phase II: Strategy Development

Summer 2024- Spring 2025

Phase I: Assessment

Regional TDM Needs Assessment

2019-2023 Metro RTO Grant Program
Evaluation

We are
here



Spring - Winter 2025

Phase II: Strategy Development

Regional TDM Strategy

Metro RTO Program Strategy

Phase II: Strategy Development Inputs & Deliverables

March-October 2025

TDM Strategy Technical Working Group

Input from existing TDM work groups - Safe Routes to School, Commute Work Group, All-RTO partner meetings

 Review Phase I Results

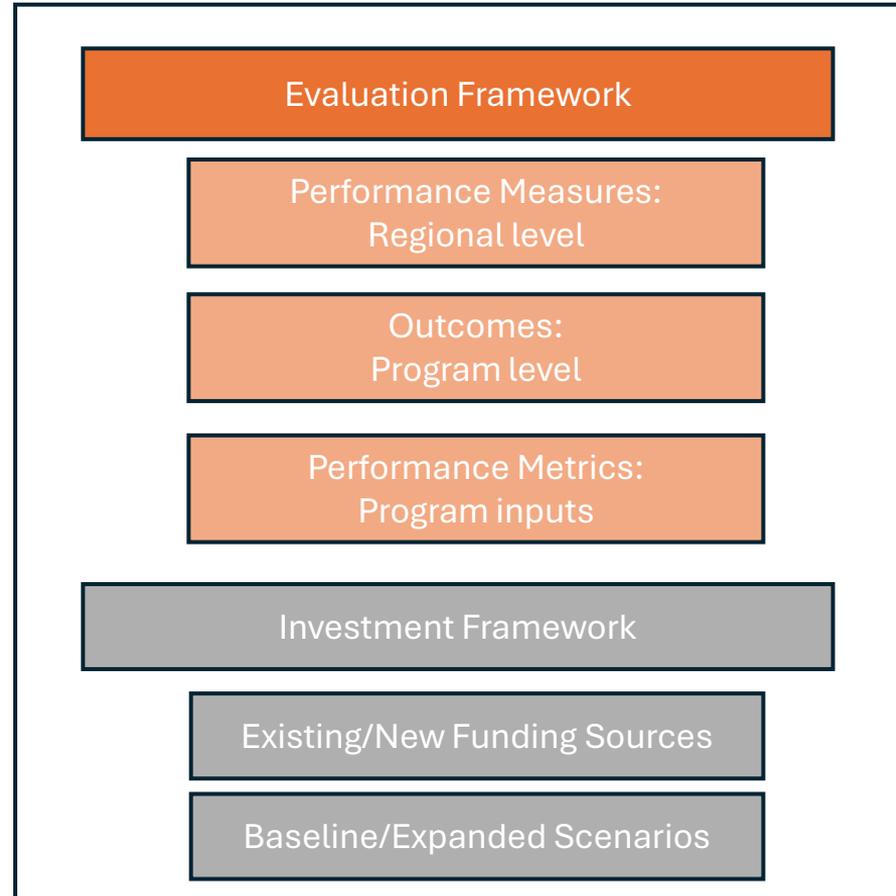
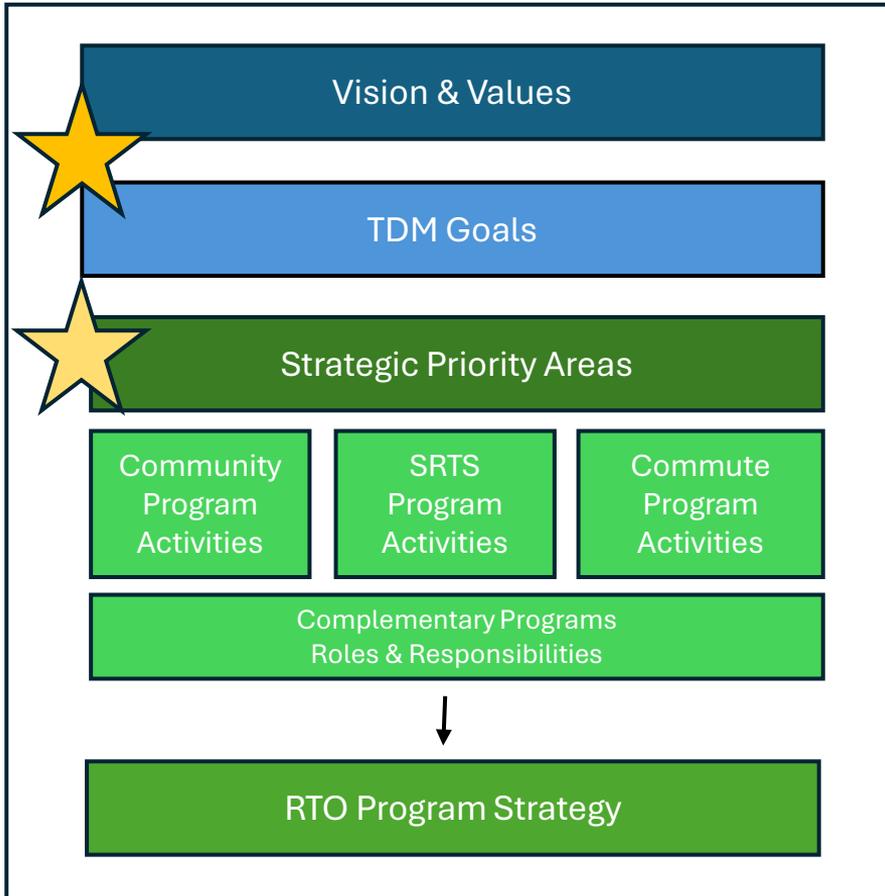
Topic-specific discussion sessions

Public Comment

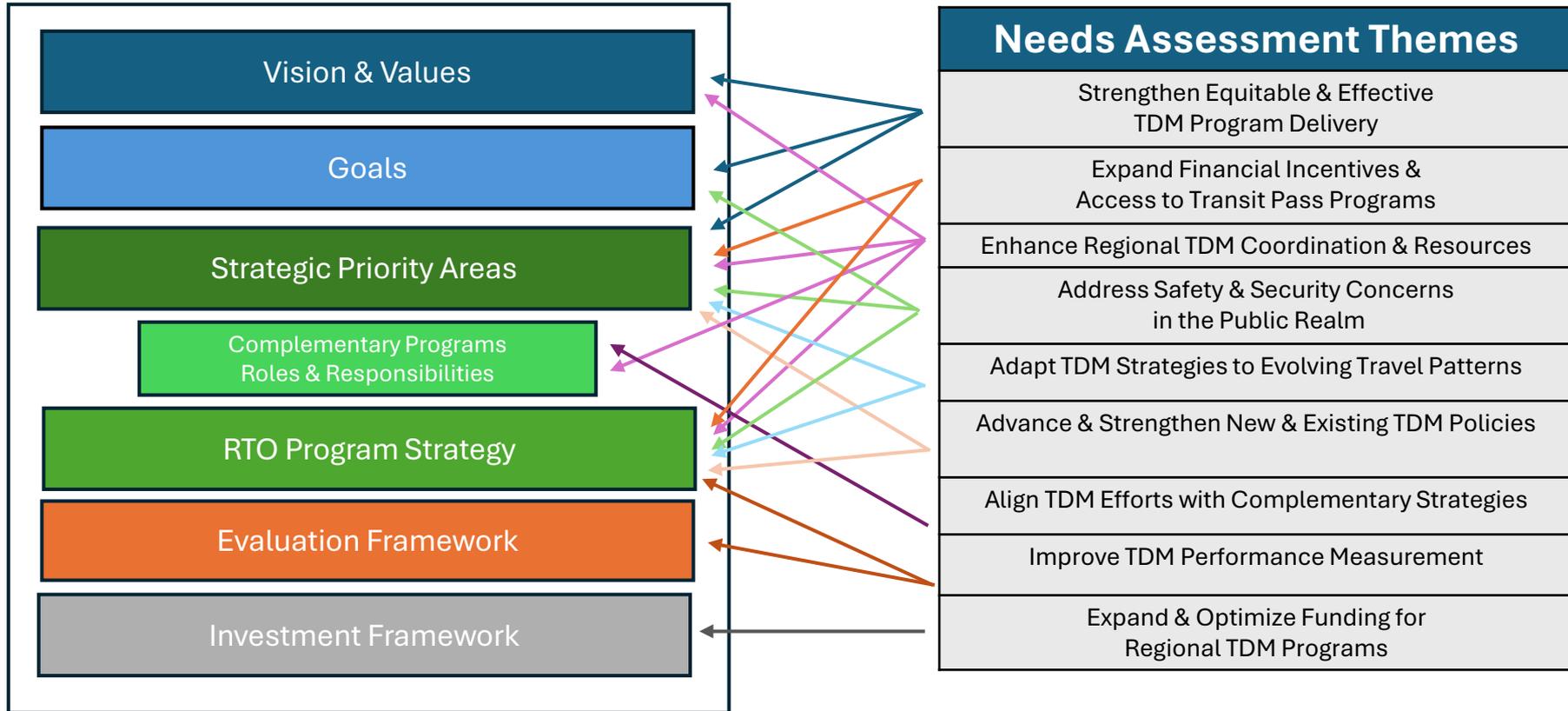
Oct-Nov 2025

Regional TDM Strategy Action:
TPAC, JPACT, Council

Regional TDM Strategy Framework



Moving Themes into the Framework



Vision (RTP):

Everyone in the greater Portland region will have safe, reliable, affordable, efficient and **climate-friendly travel options** that allow people to choose to drive less and support **equitable, resilient, healthy and economically vibrant communities** and region.

Draft TDM Values:

Collaborative Inclusive Effective Equitable Adaptive Responsive Innovative

The following goals will guide regional TDM programming in support of our regional transportation vision:

Draft TDM Goals

Increase use of travel options by employing highly impactful TDM strategies to improve air quality, health, and economic vitality in the region.

Reduce barriers to using travel options by creating community and building a culture within travel options programs that is inclusive and reflective of the region's diverse demographics.

Support existing travel options users by improving their experience and to celebrate their participation toward meeting our regional goals.

Strategic Priority Areas

Components	Description	Additional Info
Description	Primary ways the region will move toward the strategy goals in this planning period.	Show alignment with TDM Goals
Theory of Change	A simple statement of how the strategic priority supports the goals and why it's believed to work	Define complementary strategies/programs
Program Area Activities	Specific, measurable actions to take within the strategic priority area. Defined within each program area (Commute, Community, Safe Routes to School)	Identify roles for activity delivery – state, regional, local, CBO

Example Strategic Priority:

Financial Incentives	Description		Additional Info
Description	<p>Expand access to financial incentive programs, focusing advancing programs that reach residents through a variety of avenues and expanding existing incentive programs.</p>		<p>TDM Goal Advancement</p> 
Theory of Change	<p>Financial incentives are a proven way to increase transit ridership and improve access and mobility to all travel options. Existing programs have been successful and have an opportunity to expand or update, and new pilot programs could further the potential impact.</p>		<p>Complementary Strategies/ Programs:</p> <ul style="list-style-type: none"> - High-Capacity Transit - Transit Service Expansion - Parking Policy - Shared Micromobility
Program Area Activities	Commute Program Activities	Community Program Activities	SRTS Program Activities
	<p>Roles & Responsibilities: (State, Regional, Local) + Key Partnerships</p>		

Activity: Input on TDM Strategy Development

Today we've reviewed:

- TDM Needs Assessment Results
- Draft Values & Goals
- TDM Strategy Framework
- Strategic Priority Components

Mentimeter:



- **Any input on the draft TDM Values & Goals?**
- **What considerations should Metro staff carry forward as we move into the development of the Regional TDM Strategy?**

Next steps

Technical Work Group Meetings

- May & July 2025

Summer engagement:

- Topic specific discussion groups, RTO partner input

Fall 2025:

- Public Comment
- TPAC/JPACT/Council action

Thank you

Regional TDM Strategy & Assessment

Phase I Project Manager:

Grace Stainback

Grace.Stainback@oregonmetro.gov

Phase II Project Manager:

Noel Mickelberry

Noel.Mickelberry@oregonmetro.gov

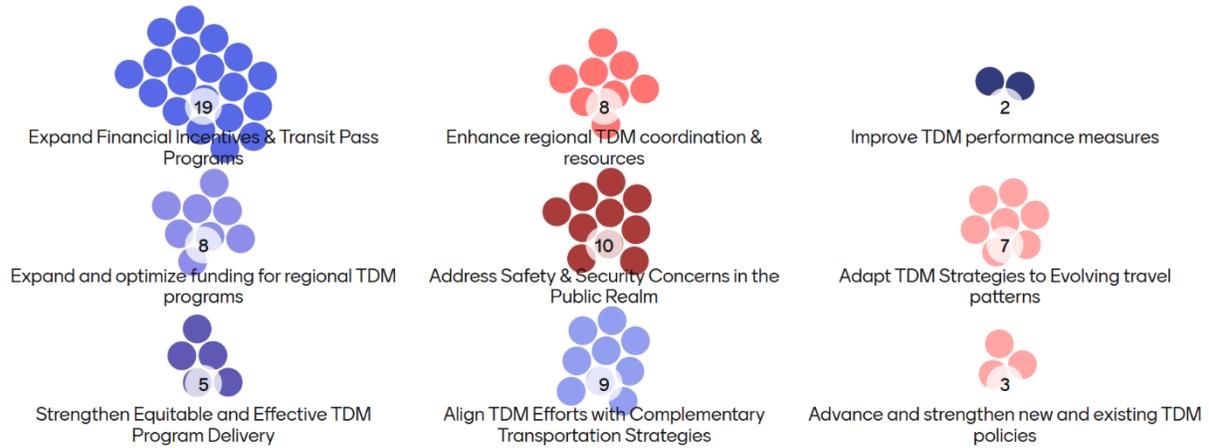
Learn more

[oregonmetro.gov/
traveloptionsplan](https://oregonmetro.gov/traveloptionsplan)

oregonmetro.gov



Which themes resonate the most? Select three:



TDM Values & Goals

Is there anything you think should be added to the draft TDM Values or Goals?

9 responses

- A value specific to climate/resiliency?
- I'd want to see TDM connecting with youth sports and other major trip generators/attractors besides work/school trips
- Generate Sustainable Funding to support people in our region who can't or don't want to drive for transportation.
- I would add ADA as part of your program.
- Something about research/learning/building expertise and being a resource
- create feedback opportunities between TDM partners and programs
- Specific climate justice goal
- Making alternate modes quick/efficient enough to compete with driving on travel time
- Look at individualized marketing opportunities when major transit improvements are made (TV Highway and 82nd Avenue)

09:00:32 From Marne Duke (she/her) to Hosts and panelists:

good morning! Can I be promoted to panelist?

09:00:50 From Anthony De Simone, Clackamas County to Hosts and panelists:

Hi Dorian, I think I saw the panelist option pop up and then I had to exit and re-open Zoom. Are you able to give them option again?

09:01:02 From Dorian Campbell to Hosts and panelists:

Yes! Sending now.

09:02:14 From Jessica Martin, Metro Staff to Everyone:

Any attendees needing to be promoted to panelist, please let us know. Thank you!!

09:06:13 From Jessica Martin, Metro Staff to Laura Terway, Hosts and panelists:

Hi Laura - I don't see Will today. Let me know if you want to be promoted to panelist. :-)

09:10:29 From Tom Kloster, Metro (he/him) to Hosts and panelists:

Jess, can you promote Marne to panelist?

09:10:38 From Laura Terway to Hosts and panelists:

Thanks for asking! If Will is still not here feel free to promote me as the alternate.

09:20:46 From Sarah Iannarone | The Street Trust (she/her) to Hosts and panelists:

Love that pic!

09:33:12 From Noel Mickelberry to Everyone:

https://www.instagram.com/reel/DBEacpRi3sM/?utm_source=ig_web_copy_link&igsh=MzRIODBiNWFIZA==

09:37:26 From Noel Mickelberry to Everyone:

Link to activity! <https://www.menti.com/al1mz1pd33qa>

09:38:52 From Sarah Iannarone | The Street Trust (she/her) to Hosts and panelists:

(you need to open the Q Noel)

09:38:53 From Anthony De Simone, Clackamas County to Everyone:

I am not able to respond, it looks like it's closed

09:52:51 From Grace Stainback (she/her) to Hosts and panelists:

<https://www.menti.com/al1mz1pd33qa>

09:53:44 From Noel Mickelberry to Everyone:

<https://www.menti.com/al1mz1pd33qa>

09:55:15 From Grace Stainback (she/her) to Hosts and panelists:

grace.stainback@oregonmetro.gov

09:55:25 From Grace Stainback (she/her) to Hosts and panelists:

noel.mickelberry@oregonmetro.gov

09:57:10 From Jessica Martin, Metro Staff to Everyone:

grace.stainback@oregonmetro.gov

09:57:27 From Jessica Martin, Metro Staff to Everyone:

noel.mickelberry@oregonmetro.gov

09:57:45 From Grace Stainback (she/her) to Everyone:

Thanks Jessica :)

09:58:31 From Grace Stainback (she/her) to Everyone:

<https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy>

09:59:14 From Laurie Lebowsky-Young, WSDOT (she/her) to Hosts and panelists:

I need to go to another meeting. Thank you