

TECHNICAL MEMORANDUM

Clackamas County TSP

White Paper #5.1 - DRAFT

Regional and Statewide Policies, Initiatives, and Trends

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The following provides an overview of current regional (Portland Metro) and statewide (Oregon) trends in analysis tools, policy, funding and initiatives related to transportation, land use, energy use, climate change and health. More specifically, this paper identifies trends in each of these areas and how those trends may be carried forward in the 1-2, 5-10, and 10-20 year timeframes. Also included are recommendations of the initiatives and trends that are most applicable and recommended for Clackamas County's consideration. The purpose of this white paper is to inform the vision, goals and objectives developed for the County's Transportation System Plan (TSP) update.

Transportation

This section discusses new tools and trends in evaluating transportation needs, setting transportation policy, and funding transportation improvements in the Portland metropolitan region and statewide. The diversity of Clackamas County's roadway network and roadway users presents a particular opportunity for the County to implement an innovative and forward-thinking TSP.

TOOLS

A number of recently-developed transportation planning tools and analysis procedures are and will continue to influence transportation planning in the future. Among these are multi-modal level of service (MMLOS) measures in the *Highway Capacity Manual* (HCM) 2010, methods for predicting crash frequency in the first edition of the *Highway Safety Manual* (HSM), and dynamic traffic assignment (DTA) models that greatly improve analysts' abilities to forecast travel demand and associated operational characteristics.

Multi-Modal Level-of-Service

The latest version of the *Highway Capacity Manual* (HCM) was completed in 2010 and includes major changes to the traditional traffic engineering evaluation process. The 2010 HCM now includes a method for calculating a multi-modal level of service (MMLOS) for transportation facilities. MMLOS takes into consideration the perspective of a traveler who is using a particular mode given the impact of other surrounding travel modes and roadway characteristics. MMLOS measures the degree to which the urban street design and operational characteristics meet the needs and desires of each mode's user.

Highway Safety Manual

The first edition of the *Highway Safety Manual* (HSM) provides an important new opportunity for jurisdictions to evaluate and make decisions to improve transportation safety. The HSM provides guidance on how to quantify and predict crash frequency for specific roadway facilities based on traffic volumes, physical roadway characteristics and surrounding land uses. Two primary benefits of the HSM are: 1) The ability to inform the decision-making process by quantifying existing and potential future safety in terms of crash frequency; and 2) the potential for using the HSM to identify cost-effective safety improvement strategies.

Dynamic Traffic Assignment Modeling

Traditional travel demand modeling is starting to be supplemented with Dynamic Traffic Assignment (DTA) models. DTA enables agencies to better understand and plan for future transportation needs by more accurately assessing traffic operations, travel demand management and ITS strategies than traditional four-step travel demand models. DTA models are time and system sensitive enabling them to more accurately model travel behavior under congested conditions and traveler responses to ITS strategies, Travel Demand Management (TDM) strategies, and other similar treatments. As a result,

DTA is able to produce systems based performance measures such as travel time reliability (as opposed to the amount of travel time or delay).

POLICIES

Many Oregon jurisdictions are either beginning or well on their way to shifting their transportation policies away from point-based assessments and toward a systems approach to the design of urban streets. This is being done to increase mobility, access and equity for all users, and it is increasingly referred to within the transportation profession as a “complete streets” philosophy. A complete street policy helps transportation planners and engineers plan and design for streets to serve a full spectrum of users (e.g., pedestrians, bicyclists, transit riders and vehicles) as well as adjacent businesses, neighborhoods, and residents. In conjunction with the complete streets philosophy, many jurisdictions are also implementing green street design standards. Green streets incorporate treatments such as bioswales, bio retention planters, and permeable pavement into common roadway features (e.g., medians, landscape buffers, curb extensions) to help reduce and treat storm water runoff. Such treatments have environmental benefits in addition to helping achieve complete street goals.

Many jurisdictions in Oregon also include sustainability policies in their transportation plans. A common focus is on reducing vehicle miles traveled by encouraging transit and non-motorized travel, carpool and vanpool programs, and promoting the use of alternative fuels and technologies. Some cities and counties are also adopting policies incentivizing mixed-use and compact developments. The incentives provide a range of financial, land use and zoning benefits (e.g., exempt from minimum vehicle parking requirements) to developers to encourage residential and commercial property development near transit nodes and/or oriented to pedestrian and bicycle travel.

FUNDING

Transportation funding in Oregon and in the Portland metropolitan region continues to face numerous challenges. A six-cent increase in the statewide gasoline tax took effect in January, 2011. This was the first increase in the gasoline tax since 1993, but the six-cent rise does not match the increase in inflation and construction and material costs over the intervening 18 years. In addition, the State has been researching replacing the gas tax with a system based tax on total vehicle miles traveled. Oregon’s passage of the Jobs and Transportation Act (JTA) in 2009 provided additional funds for infrastructure development and the bill (HB 2001) contained multiple earmarks for specific projects around the state. Jurisdictions are looking toward innovative sources for future funding,

including user fees such as tolls, increasing use of public-private partnerships and multi-modal system development charges (Multimodal SDCs).

TRENDS

Within the short term (1-2 years), local and regional transportation authorities will continue and even accelerate their move away from sole reliance on traditional macroscopic travel demand forecasting models, and toward routinely using and incorporating DTA modeling. Metro is currently developing a DTA model for the region and, once available, it will enable agencies in the Metro Region to better understand and plan for future transportation needs as well as to more accurately assess operations, demand management and ITS strategies. Other short term transportation trends include an increased focus on and move to systematically identifying and evaluating projects based on more robust performance measures such as MMLOS, predicted crash frequency and travel time reliability.

Midterm (5-10 years), the state of Oregon may see a new dedicated funding package (JTA II) from the Oregon state legislature, a small state increase in the gas tax, and potential decrease in the amount of federal funds received. Locally, it is expected that transportation agencies will further refine their focus to concentrate on system operations rather than construction of new capacity within developed areas, though the Sunrise project will be an exception in that it incorporates both of these elements. The regional and national economies are expected to continue their recovery during this timeframe, and the impact of the resulting economic growth will further affect reliability and capacity on rural and county roads. Trimet's Green Line will have been in operation long enough that transportation, growth and land use patterns near the County line will have started to change. The midterm could also see the introduction of variable speed limits and other ITS applications to manage traffic flow, and other technologies and safety improvements may be made to mitigate the impacts of inclement weather events in the County, especially in rural areas near Mt. Hood or in areas of higher elevation.

Longer term (10-20 years) trends in the region and state could include a move away from a gasoline tax towards a vehicle miles traveled based road pricing model, and incorporating region-wide highway tolling or other funding mechanisms such as public-private partnerships. Expected regional growth in population and employment would continue to place additional stresses on the existing transportation system if issues of capacity and operations are not fully addressed. The impacts from the opening of the Portland-Milwaukie Light Rail line are expected to appear during this time frame, as well as the potential construction of other high capacity corridors as outlined in Metro's 2035 RTP.

RECOMMENDATIONS FOR CLACKAMAS COUNTY

1. The County should remain involved in the development of Metro's DTA model as well as develop in-house familiarity with DTA. The County should seek to incorporate Metro's DTA model into the planning process and seek to use the model to evaluate new development in the County.
2. The County should adopt performance metrics and establish transportation project evaluation criteria and procedures, an example of which is using the 2010 HCM multi-modal level of service methodology.
3. The County should maintain focus on confirming the validity of (with robust performance measures in item 2 above) and implementing the backlog of transportation planning and engineering projects.
4. The County should seek out diverse transportation funding sources such as user fees and tolling, solidify and stabilize existing funding options; and develop new stable funding sources.

Land Use

The land use planning trends affecting Clackamas County are as diverse as the County itself. The trends span from urban to rural, from uniquely Oregon to national, and from environmental to economic. Key trends include:

- A continuing need to integrate land use and transportation planning.
- Reshaping and expanding planning efforts to integrate sustainability.
- In urban areas, implementing strategies to make the best use of land already within urban growth boundaries and implementing regional goals.
- In small towns, planning for local economic development and maintaining small town character.
- Increasing awareness of the connection between good health and community forms that support walking, biking, and livability.
- A renewed emphasis on the importance of the agricultural economy, with many farms adjusting to be smaller scale and more local.
- The use of "Scenario" planning, where alternative futures are illustrated, measured, and evaluated as choices.

POLICY

Land use policy initiatives, at the Metro and State level, that could shape the Clackamas County TSP include those listed below. Please note that other parts of this white paper address related topics (e.g., climate change).

- The 2011 Urban and Rural Reserves Map and strategies, and upcoming limited boundary expansions;
- Rulemaking for the Transportation Planning Rule;
- Rulemaking for siting commercial scale solar power generation facilities on Oregon's farm and ranch lands;
- Metro's Community Investment Strategies;
- Upcoming work on Climate Smart Communities Scenarios (at Metro); and
- Expanding the regional Intertwine system of parks and green spaces.

TRENDS

Near term (1-2 year) trends at the planning forefront include: the slow pace of local regional and national economic recovery, a flat housing market and few new residential building permits and housing starts in the Portland metropolitan region, the slowing of overall population growth in the region, faster population growth in Washington, Clackamas and Clark counties relative to Multnomah County, and implementing key transportation projects already in the pipeline (e.g., Sunrise Phase 1 projects). With limited budgets and resources, identifying, prioritizing and programing key transportation projects will continue to be critical to support the economic growth that is occurring.

Midterm (5-10 years) planning trends include the need to developing funding sources for infrastructure projects to support key districts and centers such as the Clackamas Regional Center, Happy Valley Town Center and the McLoughlin Corridor. Other planning events on the horizon are the next expansion of the urban growth boundary, and the construction of the Columbia River Crossing and its impact on the region.

Longer term (10-20 years), there are the possibilities of an in-migration of "climate refugees" from other parts of the country, Oregon's emergence as a substantial player in international commerce, and the redevelopment of key brownfield areas (e.g. Blue Heron mill) into new uses.

FUNDING

How will land use planning help deal with less money for transportation, fewer funding options, and a tough economy? Given these realities, it is more important than ever that transportation investments are tied, where appropriate, to achieving land use goals and providing transportation options. Each transportation dollar must leverage more and more private investment and provide a high return on public investment.

RECOMMENDATIONS FOR CLACKAMAS COUNTY

1. Prioritize transportation investments that support complete and sustainable communities as a long term strategy to reduce reliance on long commutes out of the County to employment destinations.
2. Ensure that the transportation needs of the County's diverse agricultural sector are identified and planned for in the TSP.
3. Ensure adequate funding sources are developed to meet the transportation needs of the County's key urban employment districts, including: Clackamas Industrial Area; Rock Creek Employment District (Happy Valley); McLoughlin Corridor; Hwy 224 Corridor (Milwaukie); and Wilsonville Industrial areas.
4. Form the long-term, intergovernmental partnerships that will be needed to solve transportation problems in the Mt Hood Corridor and Government Camp.

Energy Use

This following provides an overview of recent Oregon energy use policies and trends and highlights how they might impact alternatives development during the County's TSP update. This section concludes with recommendations for the County to consider in creating its vision and goals, and identifies how these trends may be carried forward in the short, mid and long term.

POLICY

Policy 4.2 of the Oregon Transportation Plan states that Oregon supports efforts to move to a cleaner and more diversified energy supply, increase fuel efficiencies, and prepare for fuel shortages. In 2007, Governor Ted Kulongoski mandated state agencies use renewable sources to meet all of their electrical needs. ODOT was able to achieve this in part through the Oregon Solar Highway project, which went on-line in December 2008. A solar installation was built at the junction of I-5 and I-205 on the public right-of-way. The energy produced from the array powers the lights located around the interchange. Innovative financing between Portland General Electric; U.S. Bank; SunWay1, LLC; and

ODOT made this project possible. While lighting one interchange accounts for a small percentage of ODOT's overall energy use, policies in place at the state level support energy conservation. Clackamas County could seek similar opportunities for using innovative public-private partnerships to fund county transportation projects that conserve energy or apply new energy technologies.¹

INITIATIVES

In addition to the Oregon Solar Highway Project, electric vehicle programs and other initiatives have emerged in the state as potential ways to reduce reliance on traditional fuels. For example, six cities in the Portland region partnered with PGE to develop a network of electric vehicle charging stations in the region. Three of the cities - Lake Oswego, Oregon City, and Tualatin - are in Clackamas County. Additionally, charging stations are being built in Northwest Oregon as part of a U.S. Department of Energy grant. As part of a national effort to share information about alternative fuels and fueling infrastructure in the Willamette Valley, coalitions have formed in the Columbia River Valley and the Rogue Valley. These coalitions help provide technical information, promote the use of alternative fuels and help lower costs of new fueling systems.²

TRENDS

Short term (1-2 years) energy use trends related to transportation in Oregon and the Portland Metro area include: energy conservation among government agencies and consumers, and use of alternative fuels in municipal fleets. Midterm trends (5-10 year) include the increased development of alternative fuels, increased fuel efficiency in vehicles and strategic financing for large-scale energy projects. Longer terms (10-20 years) trends include the development and potential build-out of an electric vehicle infrastructure and the widespread adoption of electric vehicles and trucks.

FUNDING

Outside of the transportation funding available from federal, state, and local sources summarized in White Paper #5.2, a state source called the Business Energy Tax Credit (BETC) provides an incentive for Oregon businesses to reduce energy used in transportation. Eligible projects include the purchase

1 Oregon Department of Transportation. 2011. "Office of Innovative Partnerships and Alternative Funding." http://www.oregon.gov/ODOT/HWY/OIPP/inn_solarhighway.shtml

2 Oregon Department of Energy. 2011. "Alternative Transportation Fuels." <http://www.oregon.gov/ENERGY/TRANS/altfuels.shtml>

of bicycles by an employer for employee use, an employer-organized carpool or vanpool service, or employer-provided transit passes among others. While Clackamas County is ineligible to receive these funds because it has no tax liability, it could partner with a private entity and the team could then take advantage of the credit. This was done in the Oregon Solar Highway project, in which ODOT partnered with Portland General Electric (PGE). The 50 percent BETC was used in combination with the 30 percent federal Investment Tax Credit and utility incentives provided by the Energy Trust of Oregon. Clackamas County could consider partnering with a private organization to fund an energy-related project and take advantage of the BETC.

RECOMMENDATIONS FOR CLACKAMAS COUNTY

Clackamas County should begin to explore, participate in, and implement the following strategies over the next several years.

1. Gather information about alternative fuels and what it would mean to incorporate those into the County transportation system. Both ODOT and Metro's Climate Change Toolkits provide information about strategies related to conserving energy and alternative energy sources.
2. Play a leading role in supporting energy conservation through local initiatives such as partnering with PGE to install electric vehicle charging stations throughout the County as individual cities in the region have done.
3. Begin to transform its vehicle fleet into an electric-powered or other alternative fuel-powered fleet and help support a statewide electric vehicle network.
4. Look for innovative financing opportunities to fund larger-scale energy and transportation projects such as the Oregon Solar Highway Project.

Climate Change

The purpose of this section is to provide an overview of recent Oregon climate change policies and trends and highlight how they might impact alternatives planning development during the County's TSP update. The section concludes with recommendations for the County to consider in creating its vision and goals, and identifies how these trends may be carried forward in the short, mid and long term.

POLICY

Transportation is a focus in climate change discussions because roughly one-third of the U.S.'s greenhouse gas (GHG) emissions come from the transportation sector³. Two pieces of state legislation form the major policy direction with respect to transportation and climate change: 1) House Bill 2001 (HB 2001), enacted in 2009; and 2) Senate Bill 1059 (SB 1059), which followed in 2010. HB 2001 directed MPOs to develop land use and transportation scenarios that meet GHG emissions reduction targets. SB 1059 mandated that the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) create a Statewide Transportation Strategy (STS) for reducing GHG emissions from light duty vehicles. SB 1059 also required the following actions: a) create a toolkit of strategies aimed at reducing transportation-related GHG emissions; b) develop scenario planning guidelines; and c) set GHG reduction targets for Oregon's MPOs ("rulemaking"). While other agencies are responsible for implementing these policies, Clackamas County and other jurisdictions are active participants in these processes. The toolkit is designed to help inform MPOs and local jurisdictions which GHG-reducing strategies would be most appropriate for their particular context. Clackamas County will also play a role in the scenario planning process designed by Metro as part of HB 2001 and SB 1059.⁴

INITIATIVES

In addition to the statewide climate change work, many local jurisdictions have created climate change initiatives. In 2008, the Sustainable Clackamas County Advisory Task Force created an Action Plan which included, among many actions, reducing vehicle miles traveled as a way to decrease fossil fuel use. The City of Portland and Multnomah County completed a Climate Action Plan in 2009 that included objectives for addressing climate change in numerous categories including transportation. Metro continues to collaborate with regional members to create tools and relevant data sources such as the Regional Greenhouse Gas Emissions Inventory and a toolkit for assessing GHG emissions among resources. Research and new data are being published constantly, so these climate change resources should be viewed as "living" documents that need to be updated regularly.

3 Airport Cooperative Research Program (ACRP) Report 11: Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories. 2009. http://www.aci-na.org/static/entransit/acrp_guidebook_on_greenhouse_gases_april09.pdf

4 The Oregon Sustainable Transportation Initiative: A Primer. 2011. <http://www.oregon.gov/ODOT/TD/OSTI/docs/Media/Overview.pdf?ga=t>

TRENDS

Short term (1-2 years) feasible climate change trends related to transportation in Oregon and the Portland Metro area include: providing transportation options and emphasize active modes, providing employer-based commuting programs and low-cost options that reduce congestion by taking people out of their cars or off the road at congested times.

Midterm (5-10 years) potential trends include: designing compact communities with multiple modes in mind. This encompasses the idea of reducing VMT and thus emissions. Create “Complete Streets” that allow travel by bicycle, pedestrians, transit, and autos. Complete gaps in the transportation network such as missing links in the sidewalk or bicycle network. Another midterm trend is to use alternative fuel technology for County vehicle fleets. ITS methods such as adaptive signal control system could be installed and implemented to reduce travel time and fuel consumption.

Longer term (10-20 years) desired trends include creating transportation pricing signals to Charge people the “real” value of their trip with road user fees, dynamic parking fees and other options. On the other side, give people an incentive to pay less with Pay As You Drive (PAYD) insurance. Additionally, begin to adjust natural or human-created systems (e.g. the transportation system) in response to or in preparation for climate change-related events.⁵

FUNDING

Transportation-related climate change projects in Clackamas County are funded through Metro’s Regional Transportation Planning (RTP) process. There are federal, state, and local sources. Metro is a conduit for federal funds, so projects included in the RTP will receive the funding granted to Metro by the FHWA and ODOT. State funding sources include statewide gas taxes, vehicle registration fees; and weight mile taxes on trucks. Local funding sources include the County’s System Development Charges (SDCs).

RECOMMENDATIONS FOR CLACKAMAS COUNTY

1. Clackamas County should consider and begin to explore actions and programs it can implement to contribute to the region and state’s GHG emissions reduction targets.

⁵ Environmental Protection Agency (EPA). “Adaptation”. 2011. <http://www.epa.gov/climatechange/effects/adaptation.html>

2. Clackamas County should gather information and consider implementing tools from state and regional resources such as ODOT's GHG Toolkit and Metro's documents related to its Climate Smart Scenarios initiative.
3. The County should identify and implement ITS and TDM strategies to serve the commuting workforce population.
4. The County should consider powering their vehicle fleet with alternative fuels and begin implementing the strategy in the mid-term as well. The County should also expand ITS options on County roads, particularly as the technology develops.
5. The County should complete land use changes to re-design facilities to incorporate alternative modes such as walking and bicycling and expanding transit infrastructure in the County (e.g., implementing Complete Streets).

Health

This section discusses the tools, policies, initiatives, trends and funding environment related to health issues and transportation. The section concludes with recommendations for the County to consider as they develop their TSP vision and goals.

TOOLS

Key tools in the public health sector that relate to transportation system planning include:

- Focus on policy and environmental change (including the built environment). Policy and environmental change is considered a public health priority. It is both cost-effective and has the potential to impact numerous risk factors associated with those chronic diseases such as heart disease, cancer, and obesity that comprise the most significant health problems facing Americans. Because physical inactivity is a primary risk factor for multiple diseases, research has demonstrated the ability of active transportation (including transit) to significantly raise activity levels. Increasing rates of active transportation has been a key focus of the public health sector's efforts to affect health-supportive policy and environmental changes.
- Health Impact Assessment (HIA) is a new tool for incorporating health considerations in public decisions, including transportation decisions, which typically haven't considered known health impacts during deliberation. Many HIAs focus on transportation policies,

plans, and projects, including the Lake Oswego to Portland Transit Study. HIAs are currently not required in Oregon.

- Accreditation of state, territorial, and local health departments. There are currently no accreditation requirements for state and local health departments, but multiple organizations, including the US Centers for Disease Control and Prevention (CDC), the National Association of County and City Health Officials (NACCHO) the National Network of Public Health Institutes (NNPHI), and others, are developing and recommending an accreditation process for local and state health departments. A key component of accreditation is developing performance measures that can be used to demonstrate progress on responding to key community health challenges. Since active transportation has been identified as a key strategy for reducing multiple health risks, it is likely that performance metrics related to active transportation would be useful for receiving accreditation.

POLICY

Public health policy and environmental change efforts helped produce the current health and equity goals, Goals 7 (Enhance Human Health) and 8 (Ensure Equity) in Metro's Regional Transportation Plan. In addition to the similar draft policies for the Clackamas County TSP update, health and equity policies and measurable objectives are being developed by Portland and Gresham as they update their transportation and comprehensive plans. Both Portland's and Gresham's efforts are funded in part by Communities Putting Prevention to Work (CPPW) funds. Metro is currently working with numerous regional partners to translate the RTP health and equity goals into measurable objectives. There are currently no local or regional policies relating to HIA or accreditation.

INITIATIVES

The Oregon Health Improvement Plan (OHIP) was released in December 2010, and contains numerous recommendations for initiatives, strategies, and policies for state and local public health agencies to support over the next ten years, including recommendations to support and grow the three trends discussed here. The State of Oregon's 2006 Statewide Physical Activity and Nutrition Plan also lays a foundation for integrating transportation into public health frameworks.

TRENDS

Current research efforts have shown a direct correlation between health and the quality of the built environment, and policies that promote active transportation have the potential to be successful in

raising community health outcomes. In the short term (1-2 years), trends that support these goals include developing performance-based metrics and assessment tools that focus on assessing multiple health and equity impacts of transportation decisions and investments by Metro and regional partners. Other feasible short term initiatives include the creating and disseminating a best-practices document to public agencies for using transportation planning to improve health and equity. In addition, local health departments may begin to apply for accreditation, integrating new performance-based metrics.

In the midterm (5-10 years), potential desirable trends include incorporating performance-based metrics and assessment tools into planning documents and accreditation-related activities, and tools like HIA would become required for certain funding decisions. Longer term (10-20 years), continued on-going refinement of metrics and best-practices and HIAs would become a common practice in the decision-making process in transportation, land use, and other sectors of public investment and planning.

FUNDING

State and local public health sector funding for policy and environmental change efforts in Oregon comes primarily from the CDC, but also from private funders such as the Robert Wood Johnson Foundation and Kaiser Permanente's Community Fund. Funds from both public and private sources are typically distributed through grant mechanisms. In 2009, CDC issued over \$400 million in CPPW grants that focused on obesity and tobacco use related policy and environmental changes, which included efforts to improve active transportation rates. CDC recently (June, 2011) released a second round of similarly-focused grants, called Community Transformation Grants, with an estimated total program funding amount of \$900 million between 2012-2017. Oregon Health Authority (OHA) is applying for these funds on behalf of local health departments and will likely distribute much of them to local health departments if they are received. Grants from private funders often go to non-profit and community-based organizations, but have also been awarded to local agencies working with such organizations.

Similarly, funding for HIA comes through grants from CDC and private funders, primarily the Pew Charitable Trusts. OHA has had CDC funding to develop HIA capacity in Oregon since 2009, and just received an extension of this funding for three more years. OHA will likely be distributing some of these funds to local health departments through grants and technical assistance.

Funding mechanisms for accreditation are currently under development. National public health organizations such as CDC, NNPPI, and NACCHO will likely be making small amounts of technical

assistance funds available this fall. While accreditation is currently voluntary, it is considered likely that it will begin to be required to receive certain pots of funding in the future.

RECOMMENDATIONS FOR CLACKAMAS COUNTY

1. Participate in regional efforts to develop performance-based metrics for health and equity.
2. Identify opportunities to involve Clackamas County Community Health (CCCH) in developing the TSP, including possibly conducting an HIA on the final TSP alternatives.
3. Identify and pursue funding opportunities to conduct transportation-related HIAs.
4. Pursue accreditation for CCCH, highlighting transportation-related goals and evaluation metrics.

Summary and Next Steps

The above discussions provide a high level overview of the current regional and statewide trends in policy, funding and initiatives related to transportation, land use, energy use, climate change and health. We look forward to discussing with you the recommendations made for Clackamas County's consideration on each of these topics and how they can inform the County's TSP update.