



Health in All Policies Task Force

2012-2014 Action Report: Support Active Transportation through SB 375 and Complete Streets Implementation

Presented to the Strategic Growth Council October 6, 2014

This Action Report has been created by the California Health in All Policies (HiAP) Task Force to share tangible outcomes accomplished through the 2012 Implementation Plan to “Support Active Transportation through SB 375 and Complete Streets Implementation.” The 2012 plan was created by the HiAP Task Force and was endorsed by the Strategic Growth Council (SGC) on January 24, 2012. The plan’s action support the following recommendations:

- Support active transportation through implementation of “complete streets;” and
- Highlight the opportunities presented by SB 375 to promote active transportation [1].

Outcomes of Action Steps

Objective 1. Increase the capacity of state agencies to promote complete streets.

- On February 7, 2012 the California Department of Transportation (Caltrans) provided the HiAP Task Force with a briefing on federal transportation reauthorization, which impacts local funding for active transportation and complete streets. Following this briefing HiAP staff met with Strategic Growth Council (SGC) staff on this topic in order to explore potential opportunities to promote these strategies. (Action Step 1.1)
- An event titled *Partnering with K-12 Education in Building Healthy, Sustainable, and Competitive Regions Symposium* was held December 6, 2012 and brought together over 200 leaders and stakeholders to discuss ways to align policy agendas and ensure high-quality, opportunity-rich schools in healthy, sustainable communities [2]. (Action Step 1.2)
- Staff from 8 agencies participated in *Complete Streets: Designing for Pedestrian and Bicycle Safety Workshop* on May 16, 2012, which provided an opportunity for a multi-sectoral dialogue across agencies with an interest in creating complete streets. (Action Step 1.3)

Objective 2. Support local entities in implementation of complete streets.

- In 2011 and 2012, the Air Resources Board, Caltrans, and the California Department of Public Health (CDPH) held exploratory meetings on complete streets as a category for the Funding Wizard, a public online clearinghouse for financial resources that cities and counties can use to promote sustainability efforts. (Action Step 2.1)
- The Governor’s Office of Planning and Research (OPR) hosted a Roundtable on Complete Streets on July 16, 2012 which included presentations from Caltrans and the Local Government Commission, and provided an opportunity to disseminate information about Caltrans complete streets resources and funding opportunities. (Action Step 2.2)

Objective 3: Promote active transportation through opportunities presented by SB 375.

- HiAP staff participated in the development and dissemination of a report on *Creating Healthy Regional Transportation Plans*, which was released in January 2012. This report has been disseminated to Metropolitan Planning Organizations (MPOs) and other stakeholders as a resource to guide agencies in incorporating health-promoting strategies into Regional Transportation Plans [3]. (Action Step 3.1)
- HiAP staff participated in the State Agency/MPO work group, convened by the California Association of Councils of Government. These groups are important venues to support

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- consideration of active transportation and other public health issues affecting regional planning. (Action Step 3.1)
 - CDPH worked with Caltrans, SGC, and the Department of Conservation (DOC) to draft *Health and Environmental Benefits of Active Transportation and Complete Streets*, a resource document for Sustainable Community Planning and Incentive Grant applicants [4]. (Action Step 3.2)
 - CDPH has presented the Integrated Transport and Health Impact Modelling Tool (I-THIM) to SGC staff and Metropolitan Planning Organizations across California [5, 6]. (Action Step 3.3)

Related Outcomes

In addition to carrying out the items detailed in the action plan itself, Task Force members also identified and pursued a variety of other opportunities to promote active transportation that arose over the last three years. These bullets describe additional outcomes that were not initially expected.

- Through the efforts to host *Partnering with K-12 Education in Building Healthy, Sustainable, and Competitive Regions Symposium*, the Land Use, Schools, and Health Working Group was formed. Comprised of representatives from the California Department of Education (CDE), OPR, SGC, CDPH, and HiAP staff, this group continues to meet in order to advance collaborative work related to the role of school facilities in advancing healthy and sustainable communities [2].
- Volpe, the Federal Highway Administration's National Transportation Systems Center has created a case study of Caltrans, which includes their participation on the HiAP Task Force, for a white paper about how State transportation departments and their partners consider public health throughout the statewide transportation planning process.
- By invitation, HiAP staff served on the Public Health Subcommittee of the Southern California Association of Governments and gave a presentation on the HiAP approach to the Subcommittee.
- Health and equity were considered during the 2013 revision process of the SGC Sustainable Communities Planning Grant Guidelines.

Value Added

The work of the HiAP Task Force is difficult to quantify but based on observations and stakeholder feedback this work has fostered stronger relationships, greater collaboration, and a clearer understanding of the health co-benefits of many government decisions (as documented by a 2012 evaluation conducted by Harder + Company). Below are comments from some of the involved state entities on the value of this action plan.

- "This work added value ... by connecting, supporting, and promoting Task Force members' existing efforts through an interagency lens..." "[For] example: this work plan's outreach to MPOs led to great ongoing relationships between CDPH and the MPOS and between CDE and the MPOs" "...Members benefit from the State's coordinated action and messaging re: complete streets – HiAP's work is certainly a part of that." – SGC
- "Coordination across state agencies, especially to ensure activities are not duplicative. Increased relationship-building and trust-building, especially between Caltrans and CDPH." - Caltrans
- "Since our focus is safety, our share of work around the objectives has been to support them through our pedestrian safety grants ..." "*Coordinated* training among state agencies on the issue promoting safety and active transportation is critical. Additionally, local communities and city/county professionals report that they appreciate the opportunity to engage in joint planning for pedestrian safety." – OTS
- "[The value has been in] helping bring departments together to coordinate messaging on complete streets, alert people to upcoming events and resources, and helping to educate state departments about active transportation." "It was helpful to collaborate and coordinate with other State Departments on complete streets resources and outreach. For example, Caltrans participation in the local government roundtable about complete streets was a big help,"-OPR



Next Steps

The HiAP Task Force remains committed to supporting active transportation as a strategy to promote health, equity, and environmental sustainability. Task Force members have engaged in a collaborative process to create a new Active Transportation Action Plan with objectives and action steps that reflects current priorities and opportunities related to safe and accessible active transportation. The 2014 Active Transportation Action Plan represents significant commitments to advancing active transportation infrastructure, policy, and safety. Several factors support continued action, including federal transportation reauthorization, the development of California's Active Transportation Program (Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354), the ongoing Strategic Highway Safety Plan Update, progress on implementation of SB 375 (Sustainable Communities and Climate Protection Act of 2008, Chapter 728, Statutes of 2008), stakeholders' continued interest in making progress in this area, and the reorganization of the state agency overseeing transportation in California [7-9].

References

1. Rudolph, L., et al., *Health in All Policies Report to the Strategic Growth Council*. 2010, California Department of Public Health and University of California, San Francisco.
2. Center for Cities and Schools at the University of California Berkeley, *Partnering with K-12 Education in Building Healthy, Sustainable, and Competitive Regions: A California Policy Symposium*. 2013.
3. Stuart Cohen, *Creating Healthy Regional Transportation Plans: A Primer for California's Public Health Community on Regional Transportation Plans and Sustainable Communities Strategies*. 2012, TRANSFORM and The California Department of Public Health.
4. California Department of Public Health and Health in All Policies Task Force, *Health and Environmental Benefits of Active Transportation and Complete Streets* 2012.
5. Neil Maizlish, et al., *Health Co-benefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the San Francisco Bay Area*. American Journal of Public Health, 2013. **103**(4): p. 703-709.
6. Neil Maizlish, et al., *Health Co-Benefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the Bay Area: Technical Report*. 2011, California Department of Public Health.
7. *Senate Bill No. 99 Chapter 359*. 2013.
8. *Assembly Bill No. 101 Chapter 354*. 2013.
9. *Senate Bill No. 375 Chapter 728*. 2008.