Working Group Goals

- Discuss components of the 2016 RTP/SCS
- Provide an ongoing forum for information sharing on regional public health issues related to transportation and the built environment
- Provide a forum for receiving input on SCAG projects related to public health, transportation and the built environment
- Facilitate dialogue between transportation/land use planning and public health stakeholders
Format

- Ad Hoc Quarterly Meetings
- Open to the public
- Varied Formats
  - Workshops
  - Information Sharing
  - Project Updates
Working Groups/Workshops (Spring 2015)

- Environmental Justice Workshops
- Public Health Working Group
- Active Transportation Working Group
- Open Space Workshops
- Safety and Encouragement Campaign Working Group
- Technical Working Group
- 2016 RTP/SCS Workshops
Possible Future Working Group Topics

- February/March
  - Performance Measures
  - Public Health White Paper
  - Active Transportation Health and Economic Benefits Study

- May/June
  - 2016 RTP/SCS Scenarios
  - Preview PH elements of Draft Plan
  - Discuss Policy Components of Draft Plan
Other Opportunities

- External Presentations
- Website Updates
- Individual Meetings
- SCAG Regional Council and Policy Committee Meetings
Where the Sidewalk Ends

Transforming Transportation and Health
“Your longevity and health are more determined by your ZIP code than by your genetic code.”

Dr. Tom Frieden – Director, CDC
ZIP CODE 95219 Life Expectancy 73 < 88 ZIP CODE 92657 Life Expectancy

health happens here
Place Matters

Does your environment support healthy choices?

No Grocery Stores

Cars Not Peds

Unsafe For Walking

Air Quality
Place Matters - Chronic Disease Prevention

Pedestrian and Bike Friendly Neighborhoods

Walking School Bus

Smoke-Free Environments

Community/School Gardens
Social Determinants
Health Determinants vs. Spending

Factors Influencing Health
- Environments & Behaviors: 70%
- Genetics: 20%
- Access to Care: 10%

National Health Expenditures
- Medical Services: 96%
- Prevention: 4%

$2.3 TRILLION

Actual Causes of Death in the United States
Projected Regional Emissions

Current and Projected Criteria Pollutant Emissions
Grams per Acre per Day (2008 & 2035)

- Several Criteria Pollutants will be reduced as a result of the plan
- CO emissions will experience the most dramatic decrease, followed by NOx, and ROG
Switching to Active Transport...

- 13% Reduction in Cardiovascular Disease
- 13% Reduction in Diabetes
- 5% Reduction in Breast Cancer and Colon Cancer
- 7% Reduction in Depression
- 9% Reduction in Dementia

Maizlish et al, Am J Public Health: e1-e7. doi:10.2105/AJPH.
How Transportation Affects Health

• Access to jobs, housing, recreation, healthcare, shopping, school, houses of worship — affects economic outcomes and quality of life

• Opportunity to build physical activity into necessary daily transportation — avoids the “E” word

• Prevention/abatement of negative environmental health consequences such as air and water quality impacts.
A few examples:

• Charlotte, NC transit users found to be 81% less likely to be obese than those who drive to work from the same neighborhoods. Light-rail riders lost weight and BMI consistent with adding 1.2 miles of walking daily (Source: American Journal of Preventative Medicine)

• Transit - Denver metropolitan $7.4B investment in public transit. Every $1 generates $4 in economic development over 20 years +6,200 jobs per year (Source: ULI 2013)
A few examples:

• $125M ROI for the City of Lancaster, CA that invested $10M in more walkable public spaces downtown (Source: National Complete Streets Coalition 2012)

• Four times as many voters favor increasing or maintaining current levels of federal investment in walking and biking paths as decreasing them (74 percent – 19 percent) and that strong majorities support this funding regardless of political affiliation.

(Source Rails to Trails Conservancy poll 2014)
Increased likelihood of accidents involving pedestrians on roadways without sidewalks. (Source: FHA)

Pedestrians killed in 2012 (Source: NHTSA)

Pedestrians injuries in 2012 24% tripped on uneven/cracked sidewalks (Source: NHTSA)

Reduction in number of auto accidents involving pedestrians after installing traffic-calming elements. (Source: Active Living Research)

U.S. communities adopted Complete Streets policies designed to make streets safer for all users. (Source: ULI 2013)
### A/T Trends

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>76%</strong></td>
<td>people ages 18 – 34 cite walkability as an important community characteristic. (Source: ULI 2013)</td>
<td></td>
</tr>
<tr>
<td><strong>72%</strong></td>
<td>people ages 48 – 66 prefer a smaller home with a shorter commute over a larger home with a longer commute. (Source: ULI 2013)</td>
<td></td>
</tr>
<tr>
<td><strong>47%</strong></td>
<td>of people who live in neighborhoods with sidewalks are more likely to be active at least 30 minutes a day. (Source: Active Living Research)</td>
<td></td>
</tr>
<tr>
<td><strong>30%</strong></td>
<td>More steps per day taken by public transit users than people who rely on cars. (Source: Active Living Research)</td>
<td></td>
</tr>
<tr>
<td><strong>$34k</strong></td>
<td>average increase in value for homes located in areas with above average walkability or bikeability. (Source: ULI 2013)</td>
<td></td>
</tr>
</tbody>
</table>
Local Action

Champion and advance local policy, systems and environmental change that enhance quality of life.

• Healthy Community Initiatives/Resolutions
  – Leverage Resources: BOS, Community, Foundations, Business
  – San Bernardino County: 21 cities, 86% of residents live in these areas
  – Riverside County Healthy Cities Designation and Coalition

• General Plan/Community Plan/Specific Plan Health Elements
  – Partnerships between Land Use and Public Health Departments
  – Plan for a Healthy Los Angeles
    • Engaged community members, multi-sectoral collaboration, common language, goals and metrics
    • Data-driven policy and systems change
  – City of Long Beach
    • Transit-oriented development, destinations that encourage A/T, multi-modal/balanced transportation
  – Bloomington Valley Blvd Specific Plan

• ATP – COGs/Transportation Planning Agencies
  – Strengthen partnerships with public health, land use, school districts, cities and NGOs
Where the Sidewalk Ends
SCAG’s Public Health Program

Rye Baerg
Public Health Working Group

November 17th, 2014
Social Determinants of Health

- Health and Health Care
- Neighborhood and Built Environment
- Education
- Social and Community Context
- Economic Stability
## Emerging Trend

<table>
<thead>
<tr>
<th>Organization</th>
<th>Programs and Health Initiatives</th>
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</thead>
<tbody>
<tr>
<td>FHWA</td>
<td><strong>Moving Healthy:</strong> Linking FHWA Programs and Health</td>
</tr>
<tr>
<td>Caltrans</td>
<td><strong>Safety and Health Goal/Active Transportation Program</strong></td>
</tr>
<tr>
<td>DPH</td>
<td><strong>SBCDPH CVS/PLACDPH PLACE/Riverside Healthy Cities</strong></td>
</tr>
<tr>
<td>MPO’s</td>
<td><strong>SANDAG Public Health White Paper/SACOG Public Health Module for Urban Footprint</strong></td>
</tr>
<tr>
<td>Cities</td>
<td>Health Elements/Health Resolutions/Complete Streets/Open Space/Food Access/HiAP</td>
</tr>
</tbody>
</table>
“Protect the environment and health of our residents by improving air quality and encouraging active transportation.”

“Collaborate with the region’s public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.”
2012 RTP/SCS and Health

- Environmental Justice
- Safety
- Access to Parks and Fresh Food
- Economic Vitality
- Access to Goods and Health Care
- Air Quality
- Affordable Housing
- Active Transportation
- Location Efficiency
"Discussion Draft"

2012 RTP/SCS

2013
Public Health Subcommittee Policy Recommendations

2016 RTP/SCS

Action Plan

Work Program

Ongoing Activities
Why Develop a Work Program?

1) Update on Current Activities

2) Improve Internal Coordination

3) Facilitate an ongoing discussion of SCAG’s role related to Public Health, Transportation and the Built Environment

4) Set the stage for the 2016 RTP/SCS process

5) Living/Working Document
Public Health Work Plan

Goals

Provide leadership

Incorporate health outcomes into RTP/SCS

Provide regional support
Public Health Work Plan

Strategies

- Regional collaboration and partnerships
- Public health in regional planning
- Technical assistance
REGIONAL COLLABORATION AND PARTNERSHIPS (ENGAGEMENT AND EDUCATION)

- Regional Convenings
- Partnerships
- Support Active Transportation Education
- Expand Regional Capacity
Work Program Strategies

Sustained Engagement and Collaboration

Performance Measurements

Public Health Policy Development

PUBLIC HEALTH AND REGIONAL PLANNING (INTEGRATION)
Work Program Strategies

TECHNICAL ASSISTANCE (SUPPORT AND ENCOURAGEMENT)

Planning Resources
Access to Expertise
Communications
Public Health Action Plan

- Regional collaboration and partnerships
- Public health in regional planning
- Technical assistance
FY 14-15 Action Plan

- Regional Collaboration and Partnerships
  - Randall Lewis Policy Fellows
  - Active Transportation Safety and Encouragement Campaign
  - Public Health Working Group
FY 14-15 Action Plan

- Public Health in Regional Planning
  - Active Transportation Health and Economic Impact Study
  - 2016 RTP Public Health White Paper
FY 14-15 Action Plan

- Technical Assistance
  - Active Transportation Training Toolkits
  - Website Upgrades
Further Outreach

Work Program

- SCAG Policy Committees
- Future Working Group Meetings
- Outcomes from Action Plan Deliverables
- Technical Working Group
- Stakeholders (DPH, CTCs, COGs, CBOs)
Discussion Questions

- Are there additional goals SCAG should include for its Public Health Work Program?

- Are there any additional strategies SCAG should include to integrate public health as a consideration into our planning activities?

- What are the additional opportunities for collaboration?
2016 RTP/SCS Opportunities for Engagement

Rye Baerg
Public Health Working Group

November 17th, 2014
About SCAG

- Nation’s largest Metropolitan Planning Organization (MPO)
- Governed by a Regional Council of 84 local elected officials
- Nation’s Global Gateway for Trade
- Recently adopted the 2012-2035 RTP/SCS

SCAG FACTS

- **191** Cities
- **6** Counties
- **18.5** Million People
- **16th** Largest Economy in the World
SCAG Deals With These Regional Issues
SCAG’s Role as an MPO

Develop Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

- RTP/SCS includes Integrated Land-Use and Transportation Plan
- RTP/SCS must meet GHG reduction targets for 2020, 2035
- First RTP/SCS adopted April 2012
- Unanimous vote of the RTP/SCS by the SCAG Regional Council
2012 RTP/SCS* – Three Key Planning Strategies

**ONLY 13%**
capital investment
to highways
Tripled **Active Transportation investment**

**focus over 50%**
growth within
3% land area

**FROM 7:3**
single- vs. multi-family units
**TO 3:7**

*Regional Transportation Plan and Sustainable Communities Strategy*
July 2014 – July 2015 (approx.)
Scenario Planning Model (SPM)/Urban Footprint
4 Initial scenarios – Spring 2015
  • “Local Input”
  • “2012 Plan Updated”
  • “Policy Scenario A”
  • “Policy Scenario B”
Stakeholder workshops – Late Spring 2015
1 Revised/Draft 2016 Plan scenario – Summer 2015
Draft 2016 RTP/SCS – Fall 2015
Explore impacts and implications of various RTP/SCS policy options

- Implications of fast vs. slow implementation (e.g. active transportation funding)?
- Will emerging technologies support or conflict with our transportation, land use, other policies?
- Will demographic trends significantly effect transportation, land use needs?
- Are local governments adopting 2012 RTP/SCS policy?
- What will it take to meet more aggressive targets?
Scenario Planning Model
Scenario Planning Model
Land Consumed

Square Miles
Land Consumed

Square Miles

Legend:
1. 251
2. 127
3. 84
4. 46
Vehicle Miles Traveled

Annual per household, 2035
Vehicle Miles Traveled

Annual per household, 2035

<table>
<thead>
<tr>
<th>Category</th>
<th>Miles Traveled</th>
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<tbody>
<tr>
<td>1</td>
<td>20,924</td>
</tr>
<tr>
<td>2</td>
<td>18,630</td>
</tr>
<tr>
<td>3</td>
<td>18,254</td>
</tr>
<tr>
<td>4</td>
<td>17,994</td>
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Greenhouse Gas Emissions
Annual Emissions from Buildings and Auto Transportation, 2035
Greenhouse Gas Emissions
Annual Emissions from Buildings and Auto Transportation, 2035

<table>
<thead>
<tr>
<th>Autos</th>
<th>Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>87.6</td>
<td>86.1</td>
</tr>
<tr>
<td>84.6</td>
<td>96.1</td>
</tr>
</tbody>
</table>
Fuel Consumption

Billions of Gallons, 2035
Fuel Consumption
Billions of Gallons, Annual, 2035

1. 5.5
2. 4.9
3. 4.8
4. 4.7
2016 RTP/SCS
Scenario Planning Model (SPM)

SPM Outputs – Scenario Performance Measures

- Transportation
  - Vehicle Miles Traveled (VMT)
    - GHG emissions, criteria pollutant emissions, mode share, etc.
- Land Consumption
  - Acres of “greenfield” developed, infill re-development
- Buildings - Energy and Water Use
  - Costs, associated GHG emissions
- Fiscal Impacts for Local Govt’s
  - Infrastructure costs & tax revenues associated with new development
2016 RTP/SCS
Scenario Planning Model (SPM)

SPM Outputs – Scenario Performance Measures

- New Public Health Module enhances analysis of incidence and costs for 3 health impact categories:
  - Active Transportation/Physical Activity-related
  - Respiratory-related
  - Accident-related
- SCAG 2016 RTP/SCS should be the first application of new tool
Plan Performance Measures (General Categories)

1) Location Efficiency*
2) Mobility and Accessibility*
3) Health and Safety*
4) Environmental Quality*
5) Economic Well Being*
6) Investment Effectiveness*
7) System Sustainability*

*SCAG 2012 RTP/SCS
Plan Performance Measures (Health & Safety)

- **Physical Activity-related**
  - Obesity, Heart disease, High blood pressure, Diabetes (Type 2)

- **Air Pollution-related**
  - Respiratory & heart diseases
  - Criteria pollutant emissions (CO, NOx, PM2.5, PM10 & VOC)*

- **Safety-related**
  - Collision/accident rates by severity by mode*

*SCAG 2012 RTP/SCS
Monitoring Performance Measures (Health & Safety)

- **Physical Activity-related**
  - Mode share (walking, biking & transit)
  - Percent of residents within ½ mile walk to parks and open space*

- **Air Pollution-related**
  - Premature deaths due to PM2.5*
  - Asthma incidence and exacerbations*
  - Percent of households living <500 feet from high-volume roadways*
  - Ambient air quality condition*

- **Safety-related**
  - Collision/accident rates by severity by mode*

*SCAG 2012 RTP/SCS
Environmental Justice and Existing Regional Emissions

- Average Daily Ozone Exposure in Excess of Federal Standards
- Average Annual Concentration of PM 2.5 Exposure
- Cancer Risk over Lifetime per Million Persons
- Respiratory Hazard Risk Index
Ozone Exposure (2004-06)

Average Daily Ozone Exposure in Excess of the National 8 Hour Standard (0.075 ppm)

Areas Not Measured
- 0.00 - 0.05
- 0.06 - 0.16
- 0.17 - 0.28
- 0.29 - 0.40
- 0.41 - 0.51
- 0.52 - 0.64
- 0.65 - 0.77
- 0.78 - 0.88
- 0.89 - 1.30

Sources: SCAQMD, EIR, SRS, T. Muller, California Air Resources Board (ARB)
Ozone Exposure
(2007-09)
PM 2.5 Exposure
(2004-06)
PM 2.5 Exposure
(2007-09)
Cancer Risk Over Lifetime (2005)
Respiratory Hazard Risk Index (2005)
SCAG is a lead agency that has the principal responsibility for carrying out or approving the RTP/SCS (CEQA Guidelines Section 15367).

PEIR analyzes any potential effects of the RTP/SCS on the environment.

Statutory Definition of Environment (PRC Section 21060.5):
- Direct physical environment
- Does not include human body or human health

Appendix G of the CEQA Guidelines:
- Public health is not a listed resource area in the CEQA Guidelines.
- Environmental effect of a project includes effects on human beings, either directly or indirectly (PRC Section 21083(a)(3)).
- It assumes the environment to include human life and health.
- Some EIR topic areas (e.g., air quality and noise) are public health-related.
Health Risk Assessment
  • A traditional CEQA analysis regarding public health
Analyze PEIR topic areas, where applicable, from a public health lens
Examples of applicable PEIR topic areas may include:
  • Air quality
  • Noise
  • Hydrology/Water Quality
  • Public services (accessibility)
  • Recreation
  • Transportation/Traffic (active transportation)
Initial Study/Notice of Preparation – 1st quarter of 2015
Discussion: 2016 RTP/SCS Scenario Planning

Rye Baerg
Public Health Working Group

November 17th, 2014
What questions related to public health should we include in the scenarios?
What policy questions would you like us to examine?
Thank you.

Rye Baerg, Associate Regional Planner, Active Transportation and Special Programs  
(213) 236-1866, or Baerg@scag.ca.gov

Christopher Tzeng, Sustainability  
(213) 236-1913, or tzeng@scag.ca.gov

Ping Chang, Manager, Compliance and Performance  
(213) 236-1839, or chang@scag.ca.gov

Jonathan Nadler, Manager, Compliance and Performance Assessment  
(213) 236-1884, or nadler@scag.ca.gov

Lijin Sun, Senior Regional Planner, Compliance and Performance Assessment  
(213) 236-1882, or sunl@scag.ca.gov
Next Steps
Working Groups/Workshops (Spring 2015)

- Environmental Justice Workshops
- Public Health Working Group
- Active Transportation Working Group
- Active Transportation Program Stakeholders Group
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