

Memorandum

Tab 24

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 22, 2014

Reference No.: 4.12
Information

From: SUSAN BRANSEN
Interim Executive Director

Subject: **BRIEFING ON THE HEALTH IN ALL POLICIES (HIAP) TASK FORCE**

ISSUE:

A representative from the Health in All Policies (HiAP) Task Force will present an overview of the mission and goals of the HiAP Task Force and their efforts to date.

BACKGROUND:

California's Health in All Policies Task Force was established by Executive Order S-04-10 in February 2010 and affirmed by the Legislature in 2012. The HiAP Task Force is charged with identifying priority programs, policies, and strategies to improve the health of Californians while advancing State sustainability goals.

Attachment A is a fact sheet outlining the mission, goals and achievements of California's HiAP Task Force as well as a list of task force members. The task force members include representatives from the California State Transportation Agency and Caltrans among others.

The HiAP Task Force issued the Active Transportation Action Plan which seeks to increase opportunities for safe and accessible active transportation to school, work, other essential destinations, and as a recreational activity for all people. Information on the Active Transportation Action Plan can be found at http://sgc.ca.gov/docs/Active_Transportation_Action_Plan_9-26-14.pdf and additional material on HiAP can be found at http://sgc.ca.gov/s_hiap.php.

Attachment A: California's Health in All Policies Task Force Fact Sheet



California's Health in All Policies Task Force Fact Sheet

WHAT IS HEALTH IN ALL POLICIES?

Health in All Policies (HiAP) is a collaborative approach to improving the health of all people by incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas.

WHAT ARE THE KEY ELEMENTS OF HEALTH IN ALL POLICIES?¹

1. Promote health, equity, and sustainability
2. Support intersectoral collaboration
3. Benefit multiple partners
4. Engage stakeholders
5. Create structural or process change

WHY DO WE NEED HEALTH IN ALL POLICIES?

- The environments in which people live, work, learn, and play have a profound and lasting impact on health by determining access to opportunities.
- Policy decisions made by “non-health” agencies are largely responsible for shaping these environments.
- A Health in All Policies approach identifies and leverages co-benefits to create win-win solutions to community challenges that advance health, sustainability, and equity.

WHAT IS THE CALIFORNIA HEALTH IN ALL POLICIES TASK FORCE?

- California's Health in All Policies Task Force was established by Executive Order S-04-10 in February 2010 and affirmed by the California Legislature through Senate Concurrent Resolution 47 in 2012.
- The Task Force was created under the auspices of the Strategic Growth Council (SGC) and charged with identifying priority programs, policies, and strategies to improve the health of Californians while advancing State sustainability goals.
- The California Department of Public Health's Office of Health Equity facilitates and staffs the Task Force, in partnership with the Public Health Institute.

WHO ARE THE MEMBERS OF THE CALIFORNIA HEALTH IN ALL POLICIES TASK FORCE?

- Air Resources Board
- Office of the Attorney General
- Business, Consumer Services, and Housing Agency
- Dept. of Community Services and Development
- Dept. of Corrections and Rehabilitation
- Dept. of Education
- Environmental Protection Agency
- Dept. of Finance
- Dept. of Food and Agriculture
- Dept. of Forestry and Fire Protection
- Dept. of General Services
- Government Operations Agency
- Health and Human Services Agency
- Dept. of Housing and Community Development
- Labor and Workforce Development Agency
- Natural Resources Agency
- Dept. of Parks and Recreation
- Office of Planning and Research
- Dept. of Social Services
- Dept. of Transportation
- Office of Traffic Safety
- Transportation Agency



WHAT ARE THE GOALS OF THE HEALTH IN ALL POLICIES TASK FORCE?

The Task Force established six aspirational goals to guide its work:

1. All California residents have the option to safely walk, bicycle, or take public transit to school, work, and essential destinations.
2. All California residents live in safe, healthy, affordable housing.
3. All California residents have access to places to be active, including parks, green space, and healthy tree canopy.
4. All California residents are able to live and be active in their communities without fear of violence or crime.
5. All California residents have access to healthy, affordable foods at school, at work, and in their neighborhoods.
6. California's decision makers are informed about the health consequences of various policy options during the policy development process.

WHAT HAS THE TASK FORCE ACHIEVED?

The HiAP Task Force coordinates multi-agency collaborative projects at the State level to foster healthy, equitable communities and to embed health and equity into government decision-making. Specific achievements include:

- ✓ Development of the 2014 Task Force Action Plan on Active Transportation, which includes commitments from over 20 state departments and agencies to promote safe walking, biking, and public transit as a cross-government goal. Action steps include updating guidance documents, providing tools, and coordinating data collection. (See http://sgc.ca.gov/docs/Active_Transportation_Action_Plan_9-26-14.pdf)
- ✓ Establishment of the California Farm to Fork Office as a partnership between the State Departments of Education, Food and Agriculture, and Public Health (See <http://www.cafarmtofork.com/>), to promote policies and strategies to improve access to healthy, affordable food.
- ✓ Creation of an inter-agency Food Procurement Working Group, a successful community supported agriculture pilot program, and integration of health criteria into State food purchasing contracts used by the Department of Corrections and Rehabilitation.
- ✓ Development of a multi-agency workgroup to promote healthy environments through school facilities and land use decisions.
- ✓ Engagement by the Governor's Office of Planning and Research with health partners and a variety of Task Force members as they revise the General Plan Guidelines, with a particular focus on health, equity, and environmental sustainability.

HOW CAN I LEARN MORE?

- More about the Health in All Policies Task Force, including action plans and progress updates at http://sgc.ca.gov/s_hiap.php
- More about the Health in All Policies approach, including resources and publications, at <http://www.cdph.ca.gov/programs/Pages/HealthinAllPolicies.aspx>
- E-mail HiAP@cdph.ca.gov to be added to the Health in All Policies mailing list.

¹Rudolph, L., Caplan, J., Ben-Moshe, K., & Dillon, L. (2013). Health in All Policies: A Guide for State and Local Governments. Washington, DC and Oakland, CA: American Public Health Association and Public Health Institute



Health in All Policies Task Force Active Transportation Action Plan

Projected Timeline: October 2014-December 2016

Endorsed by the Strategic Growth Council October 6, 2014

Summary

Purpose Statement: The 2014 *California Health in All Policies Task Force Active Transportation Action Plan* seeks to increase opportunities for safe and accessible active transportation (e.g., walking, biking, rolling, or public transportation) to school, work, other essential destinations, and as a recreational activity for all people. This plan was developed by the Health in All Policies (HiAP) Task Force to direct their collaborative work around active transportation from October 2014-December 2016. Active transportation is an important strategy for promoting health, safety, and equity, and reducing greenhouse gas emissions, all of which have been identified as policy priorities by California's State government leadership. Recognizing that many factors contribute to active transportation behavior, this plan takes a multilevel and multifaceted approach, promoting policy and programs that encourage infrastructure improvement, enforcement, and cultural changes. This plan is not a comprehensive strategy, but is a collection of specific objectives and actions that reflect the Five Key Elements of Health in All Policies, are feasible based on current resources, and are aligned with the State's sustainability and health goals.

The short-term objectives of this plan are:

1. Promote safe and accessible active transportation through state grant-making programs in guideline development, selection of grantees, evaluation of outcomes, and identification of best practices.
2. Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.
3. Support safe and accessible active transportation in school environments.
4. Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.
5. Promote active transportation as an attractive and viable form of commuting for employees at and visitors to state agencies.
6. Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
<p>transportation, planning, housing, and education.</p> <p>2b. Task Force members will collect and disseminate best practice models and information about programs, strategies, and statutory updates, such as:</p> <ul style="list-style-type: none"> • First/last mile strategies • Active transportation in transit-oriented development (TOD) (e.g., programs offering transit passes in lieu of parking spaces). • Crossing Guard training opportunities, including the <i>California Adult School Crossing Guard Training Guidelines</i>. • Relevant statutory changes such AB-1371: "Vehicles: bicycles: passing distance" <p>2c. The Task Force will support the Strategic Highway Safety Plan (SHSP) challenge area workgroups 8 and 13 to:</p> <ul style="list-style-type: none"> • Enhance bicycle and pedestrian safety information available to the general public through the California Department of Motor Vehicles (DMV). Revise and update bicycling safety information for law enforcement, i.e. Bicycle and Pedestrian Education Handbook for law enforcement. 	<p>BCSH, CDPH/Safe and Active Communities Branch, HCD, Task Force</p> <p>Caltrans, CDPH/Safe and Active Communities Branch, CHP, DMV, SHSP Challenge Areas 8 and 13 Work Groups, OTS</p>	<ul style="list-style-type: none"> • Materials and information collected and disseminated • Enhance appropriate bicycling and pedestrian safety information in DMV materials and publications • Create and disseminate Bicycle and Pedestrian Education Handbook for law enforcement
<p>3. Support safe and accessible active transportation in school environments.</p>		
<p>3a. Convene the multi-agency Land Use, Schools, and Health working group to advance collaborative efforts in support of complete streets, active transportation, and SRTS.</p>	<p>Land Use, Schools, and Health workgroup (Caltrans, CDE, CDPH, DGS Division of the State Architect, OPR, SGC)</p>	<ul style="list-style-type: none"> • Increased coordination between participating agencies
<p>3b. Complete and disseminate Land Use, Schools, and Health working group School Siting paper.</p>	<p>Land Use, Schools, and Health workgroup</p>	<ul style="list-style-type: none"> • Paper completed and disseminated
<p>3c. Host a webinar(s) following release of the Governor's Office of Planning and Research's (OPR) General Plan Guidelines and the Department of Education's (CDE) Title V update for school planners, city/county planners, metropolitan planning organizations (MPOs), and local departments of public health highlighting opportunities to support healthy and sustainable schools.</p>	<p>Land Use, Schools, and Health workgroup</p>	<ul style="list-style-type: none"> • Webinar hosted
<p>3d. Support the review and dissemination of bicycle and pedestrian safety curriculum to be used in math, science, English language arts, physical education and health (conducting walk audits, etc.) classes.</p>	<p>CDE, CDPH/Safe and Active Communities Branch (SACB), SHSP Challenge Areas 8 and 13 Work Groups</p>	<ul style="list-style-type: none"> • Materials reviewed and disseminated
<p>4. Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.</p>		
<p>4a. Task Force members will participate in the development of the Caltrans California Transportation Plan 2040, with a focus on health, equity, and</p>	<p>CalSTA, Caltrans, Task Force</p>	<ul style="list-style-type: none"> • CTP 2040 fully recognizes the benefits of active transportation and includes



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
<p>tracking in the Active Transportation Program SRTS grants).</p> <ul style="list-style-type: none"> Resources to support the administration and processing of the National Household Travel Survey - California add-on questionnaire (CA-NHTS) on a rolling basis. Improved or additional tools for assessing the health effects of mode shift. 		

Acronyms Key:

- BCSH: California Business, Consumer Services and Housing Agency
- CalSTA: California State Transportation Agency
- Caltrans: California Department of Transportation
- CDE: California Department of Education
- CDPH: California Department of Public Health
- CHP: California Highway Patrol
- CNRA: California Natural Resources Agency
- CTC: California Transportation Commission
- DGS: California Department of General Services
- DMV: California Department of Motor Vehicles

- HCD: California Department of Housing and Community Development
- GovOps: California Government Operations Agency
- MPO: Metropolitan Planning Organization
- OPR: Governor's Office of Planning and Research
- OTS: Office of Traffic Safety
- RTPA: Regional Transportation Planning Agency
- SACB: CDPH, Safe and Active Communities Branch
- SGC: Strategic Growth Council
- SHSP: Strategic Highway Safety Plan
- SRTS: Safe Routes to School

Several non-governmental partners have indicated interest in supporting these Task Force actions by providing research, staff time, or other resources. These include the Safe Routes to School National Partnership, Transform, California Walks, UC Berkeley Safe Transportation Research & Education Center (SafeTREC), the UC Berkeley Center for Cities and Schools.

For more information about the purpose of this plan, its goals, development process, and research supporting this approach, please see the accompanying Active Transportation Action Plan: Background and Narrative (page 6).



In addition, Task Force members are placing a growing emphasis on safety as a necessary element of active transportation to ensure that communities reap the wide variety of positive health, equity, and sustainability impacts that active transportation promises, while protecting all users. The risk of injury and fatality can increase as active transportation increases, unless appropriate safety infrastructure and non-infrastructure changes accompany increased biking and walking. This potential for increased risk highlights the importance of creating a culture of safety, and infrastructure that reinforces that culture. The Task Force has elevated these issues in the 2014 Action Plan.

Finally, it is important to note that the Task Force includes public transit in active transport. Recent studies have provided evidence for the relationship between traveling by transit and increased daily physical activity. Moreover, it is widely recognized that all transit riders are pedestrians or cyclists for some part of each trip, and accommodating pedestrian access to transit stops is a recommended best practice.

This 2014 Action Plan was developed over a nine month period through an in-depth collaborative process. More than sixty individuals participated from across State government, local departments of public health, regional planning organizations, and non-government stakeholders, through more than 30 one-on-one and small working group meetings. This process was facilitated by Task Force staff, and final decisions were made by Task Force members using a consensus process.

The 5 Key Elements of Health in All Policies

Five Key Elements have been identified as essential for ensuring success of Health in All Policiesⁱ efforts. All objectives and action steps in the 2014 Action Plan reflect some, if not all, of these elements:

1. Promote health, equity, and sustainability
2. Support intersectoral collaboration
3. Benefit multiple partners
4. Engage stakeholders
5. Create structural or procedural change

Theory of Change

While the Task Force is a State-level body, much of the work of building healthy communities takes place at the local and regional level. The Task Force works at the State-level to facilitate and create opportunities for regional and local entities to promote health, equity, and sustainability.

The simple model below illustrates the connection between the Task Force's "upstream" State-level activities and the "downstream" community-level goals resulting from increased opportunities for safe and accessible active transportation. As the model demonstrates, state entities provide policies, guidance, and funding that support healthy decision-making in communities. This leads to communities with policies, programs, and infrastructure that facilitate healthy behaviors, equity, and environmental sustainability. As a distal outcome, health and sustainability are improved and equity is increased.



perceptions of co-workers or spouse engaging in active transportation), institutional practices (e.g., workplace policies, culture, and physical supports), community characteristics (e.g., real or perceived safety concerns), the built environment (e.g., walking and biking infrastructure, walkability, presence of trees and other vegetation, or recreational space), and the physical environment (e.g., weather, trip distance) can all influence an individual's mode choice.^{xiv·xv·xvi·xvii·xviii·xix} For example, a 2013 study found that for socio-economically disadvantaged women, addressing community factors (perception of personal safety, neighborhood social cohesion, and aesthetics) is as important as improving built environment conditions to increase walking.^{xx} Given the diverse nature of California's population, transportation policies and programs to increase active transportation must be multilevel and multifaceted to effectively reach and protect the health and safety of all transportation system users.

Agency Commitments: A Narrative Description of Specific Objectives and Actions

This plan guides the Task Force's actions to promote active transportation through 2016, and represents a significant commitment to active transportation across a wide variety of government institutions. Due to the many factors outside the control of the Task Force, this plan is non-binding and is a "living document" that allows for the Task Force to remain flexible and pursue opportunities as they arise.

This section provides a discussion of the six objectives and the many actions listed in the table at the start of this document. While the Task Force is committed to completing all actions, additional resources will be required for some items.

Objective 1: Promote safe and accessible active transportation through state grant-making programs in guideline development, selection of grantees, evaluation of outcomes, and identification of best practices.

Background: Health and health equity are critical components of sustainable communities, and can be considered in the development of grant guidelines, selection of grantees, evaluation of outcomes, and identification of best practices. Combined with strategically-targeted technical assistance, health and health equity criteria can ensure that state funding supports measurable improvements to communities and directs funds toward projects that promote equity in active transportation. Health equity criteria are one way that the State can help vulnerable and disadvantaged communities receive the resources and technical assistance they need.

Activities: Task Force members will provide health, equity, and sustainability expertise in the development of new grant guidelines. Staff and Task Force members will gather and disseminate information about data, lessons learned, and best and promising practices to support state agencies in improving their grant-making programs.

Objective 2: Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.

Background: State agencies, departments, and offices have an existing wealth of resources including best practice examples, guidelines, and tools that support active transportation. Local communities and the organizations that support local communities may not always be aware of these resources. As an inter-agency body, the Task Force provides an opportunity to coordinate dissemination across agencies and to improve outreach to local and regional stakeholders.

Activities: Task Force members will collect and disseminate information about best practices to support complete streets, first/last mile policies, transit-oriented development, and relevant statutory changes that support bicycle and pedestrian safety.

Objective 3: Support safe and accessible and active transportation in school environments.

Objective 6: Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.

Background: In order to ensure accountability, it is important that State agencies ensure that resources are used to promote activities that, when feasible, are data-driven, and that those activities are monitored and evaluated. Data is essential for setting goals, identifying priorities, and monitoring progress. Stratified data is particularly important for the promotion of social and health equity. Task Force member agencies have identified a number of data gaps that, if filled, would support their ability to promote active transportation.

Activities: The Task Force will convene a variety of stakeholders to consider improved systems for data collection and monitoring to support active transportation, including youth transportation to/from school. Several nonprofit organizations, including the National Safe Routes to School Partnership, have indicated interest in partnering with the HiAP Task Force on this objective.

Evaluation and Accountability

There is value in tracking and evaluation for several reasons: 1) To demonstrate accountability to these commitments; 2) To determine whether the listed objectives and actions in fact lead to meaningful change in policy, programs, and ultimately population health, equity, and environmental sustainability; and 3) To learn from this process, because the Task Force is an important “learning laboratory” for the Health in All Policies approach, and has a role to play in contributing to the national and international body of knowledge about this field. Evaluation of this Action Plan will be quite limited unless additional resources are secured. The HiAP Task Force will report out periodically on progress toward the listed objectives, through written reports to the SGC. These will become part of the public record. HiAP staff will pursue grant funding for some of these activities, and if grants are awarded, they are likely to include evaluation components.

Additional Information

Links to guides, plans, programs, and tools in the Action Plan:¹

- Regional transportation Plan Guidelines: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>
- Active Transportation Program: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>
- Affordable Housing and Sustainable Communities Program: http://sgc.ca.gov/s_affordablehousingandsustainablecommunitiesprogram.php
- Safe Routes to School: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>
- NACTO Street and Urban Bikeway Design Guide: <http://nacto.org/usdg/>
- CDE Title V: <http://www.cde.ca.gov/ls/fa/sf/title5regs.asp>
- National Household Travel Survey – California: http://www.dot.ca.gov/hq/tsip/otfa/tab/chts_travelsurvey.html
- ITHIM (Integrated Transport and Health Impact Modelling tool): http://www.cdph.ca.gov/programs/CCDPHP/Documents/ITHIM_Technical_Report11-21-11rev3-6-12.pdf

Relevant Legislation:

- AB 32 (California Global Warming Solutions Act of 2006): Requires California to reduce its GHG emissions to 1990 levels by 2020.^{xxi}
- SB 375 (Sustainable Communities Act): Supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.^{xxii}
- AB 441: Requires that the next revision of the RTP guidelines include a summary of policies, practices, or projects that have been employed by MPOs to promote health and health equity.^{xxiii}

Contact

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¹ Updated September 26, 2014
California Health in All Policies Task Force



^{xxi} California Air Resources Board. Assembly Bill 32 Overview. August 5, 2014 [cited 2014; Available from: <http://www.arb.ca.gov/cc/ab32/ab32.htm>.

^{xxii} California Air Resources Board. Sustainable Communities. August 25, 2014 [cited 2014; Available from: <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

^{xxiii} Assembly Bill No. 441, Chapter 365. An act to add Section 142522.3 to the Government Code, related to planning. 441, State Assembly § 14522.3 (2012).

Briefing on Health in All Policies Task Force & Active Transportation

California Transportation Commission
January 22, 2015

Julia Caplan, MPH, MPP

Public Health Institute In partnership with
California Department of Public Health, Office of Health Equity



Presentation Outline

- California's Health in All Policies (HiAP) Task Force
- Public Health Perspective: Active Transportation
- Active Transportation Action Plan: A Multi-Agency Commitment
- Opportunities: RTP and ATP
- Questions and Discussion



Health in All Policies

- Incorporates health considerations into decision-making
- Improves existing systems, rather than creating new ones
- Proactive, collaborative approach¹



California Health In All Policies Task Force



Process:

- Consensus decision-making
- Focus on co-benefits
- Facilitated by California Department of Public Health, in partnership with Public Health Institute



What is a Healthy Community? aka the “Healthy Community Framework²”

People across California agree:

- Education
- Housing
- Environment
- Transportation
- Jobs
- Access to healthy food

Transportation



Integrating Health and Equity at the State: A Growing Trend

- Federal DOT on National Prevention Council
- HiAP Task Force's Healthy Communities Framework
- Draft Governor's Environmental Goals and Policy Report
- OPR's General Plan Guidelines
- Greenhouse Gas Reduction Fund
- SB743 – CEQA Streamlining
- New Caltrans mission
- **CTC**
 - **ATP & RTP Guidelines**



Public Health Perspective: Active Transportation

14 million Californians are living with chronic disease

- In 2002, approx. \$70 billion was spent on people with chronic conditions in California³
- A leading cause is physical inactivity

More time in automobiles and commuting to work is associated with physical inactivity and chronic disease

- 60% trips under 1 mile are by automobile⁴
- Average commute: 26.9 min each way (84% in automobiles)
- <2% of workers walk 10 min/day to or from work⁵

But this is changing!



Active Transportation in California

Good news – Californians are walking more

- Walk/bike trips doubled from 2000 to 2010
- 31% of children statewide walk/bike to school, on the rise since 2001.⁶

But is it safe?

- 23% of fatalities and serious injuries are suffered by bicyclists and pedestrians (38% in LA)⁷
- \$800M estimate of annual cost to California from pedestrian and bicyclist deaths.⁸
- Safe for whom? Low-income communities and communities of color less likely to have sidewalks, lighting, marked crosswalks, and traffic calming.⁹



THE ROLE OF

Transportation

IN PROMOTING PHYSICAL ACTIVITY

SIDEWALKS

People who live in neighborhoods with sidewalks on most streets are

47%

more likely to be active at least 30 minutes a day.

TRAFFIC CALMING

Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to

15%

PUBLIC TRANSPORTATION

Public transit users take

30%

more steps per day than people who rely on cars.

BIKE FACILITIES

In Portland, Ore., bicycle commuters ride

49% of their miles

on roads with bike facilities, even though these are only 8% of road miles.



HiAP Task Force

Active Transportation Action Plan

Purpose:

- Support state goals of increasing opportunities for safe and accessible active transportation for all people.
- Reduce GHG emissions
- Promote health and equity

Approach:

- Multi-agency commitments (15+)
- No new programs – improves existing work



HiAP Task Force

Active Transportation Action Plan Highlights¹¹

1. Promote active transportation through grant-making programs
2. Health and equity in long-range planning documents
3. Guidance, tools, and other materials
4. Active transportation in school environments
5. Walking/biking for state employees
6. Develop metrics and statewide goal for mode shift



HiAP Task Force: Implementation Partners

HiAP Task Force & Strategic Growth Council members:

Business Consumer Services & Housing, Transportation, Caltrans, Education, Public Health, Natural Resources, General Services, Government Operations, Housing & Community Development, Planning & Research, Traffic Safety

Additional governmental organizations:

Motor Vehicles, Highway Patrol

Non-governmental partners:

Safe Routes to School National Partnership, TransForm, California Walks, Safe Transportation Research & Education Center, UC Berkeley Center for Cities and Schools



Opportunities for Collaboration: ATP

- HiAP Task Force members engaged
- CDPH, HiAP and SGC staff assisted with guidelines development, reviewed applications, evaluated process; will continue to support
- CDPH and HiAP staff provided input to Benefit/Cost tool
- OTS will engage in coordination between grant-making programs



Opportunities for Collaboration: RTP Guidelines

- 2010 RTP Guidelines promote health through SB375
- Fast-growing field – many local/regional experts
- Need for sharing of best practices, safety guidance (AB441)
- HiAP Task Force and CDPH will:
 - Provide input to CTC and Caltrans
 - Encourage engagement by public health and other stakeholders
 - Help build capacity of public health practitioners to give meaningful input



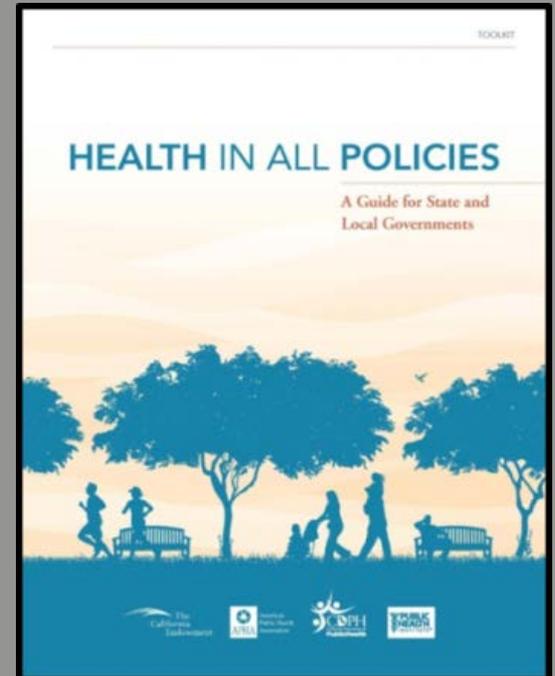
For more information

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http://sgc.ca.gov/s_hiap.php



Sources

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