

About This Document

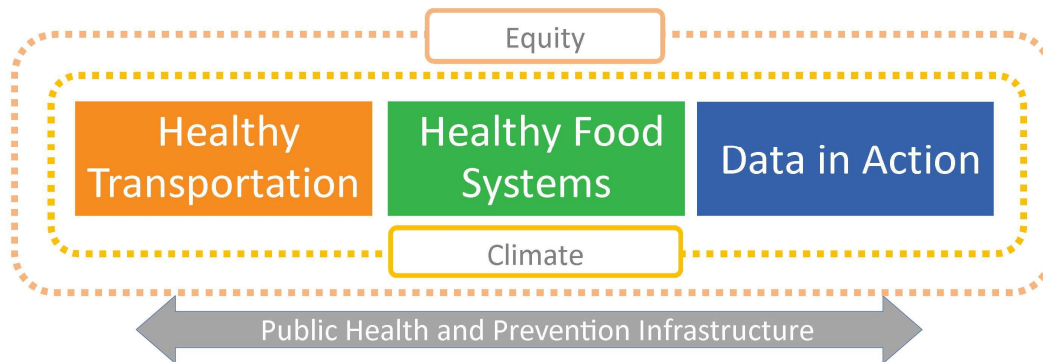
This resource of sample legislative platform language provides a range of options for local health departments seeking to integrate health promoting policies into their jurisdiction’s legislative platform. Topic areas identified support and advance the Public Health Alliance of Southern California priority initiative areas. Sample language is drawn upon evidence-informed, federal, state and local best practices accompanied by references and resources. Development of policy and policy recommendations is part of Public Health’s Essential Health Services as defined by the [American Public Health Association 2014](#).

Disclaimer: Contents of this resource are not intended to reflect positions of Alliance members.

About the Alliance

The Public Health Alliance of Southern California (Alliance) is a collaboration of local health departments in Southern California. Collectively our members are statutorily responsible for the health of nearly 60% of California’s population. Our vision is “All Southern California communities are healthy, vibrant and sustainable places to live, work and play.” The Alliance builds healthy communities through upstream multi-sector policy, systems and environmental change; and mobilizes and amplifies the Southern California local health departments’ regional voice in three Priority Initiatives: **Healthy Transportation and Land Use, Healthy Food Systems and Data in Action**. The Alliance work is grounded in two overarching frameworks including: **1) Equity/Opportunities for All and 2) Climate and Health**.

Priority Initiatives:



The Suggested Legislative Platform Language statements are grouped around these priority initiatives and overarching framework categories, with sections devoted to each. A sixth section provides recommended language for supporting overall Public Health and Prevention Infrastructure.

Document Structure

This document provides a set of sample legislative platform policy statements that support and advance the three Alliance Initiative Priorities and overarching approaches to address equity and climate change. These policy statements were identified by the Alliance within the context of our current work to achieve significant policy, systems and environmental change for the Southern California region. References provided in the document demonstrate how each policy statement is aligned with leading public health organizations, other prominent regional, state and national organizations, research centers and local laws and ordinances.

Guiding Principles

The Alliance's efforts to reduce the burden of chronic disease and build healthy communities will be guided by core principles to protect health, equity and sustainability, and ensure the greatest near- and long-term benefits:

- Take substantial and timely action toward primary prevention
- Support strategies with the highest potential impact through policy, systems and environmental change that can shift population health
- Promote health equity and environmental and social justice by identifying and addressing the social determinants of health to reduce health disparities.
- Engage the community in assessment, planning, decision-making and policy development to address health inequities
- Support greater resource allocation for communities suffering a disproportionate burden of social and behavioral determinants that lead to chronic disease
- Maximize health, environmental and economic co-benefits, including climate change adaptation, readiness, mitigation and community resilience especially for the most vulnerable with chronic illnesses
- Prioritize prevention for children and youth, the aged and other vulnerable groups
- Support better quality health care and self-management for those already affected by chronic disease
- Promote "Health in All Policies" approaches within government and non-governmental organizations to improve population health
- Build collaboration between public health, healthcare, transportation, land use planning, energy, housing, agriculture and environmental health sectors to improve population health

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Align local implementation of regional Sustainable Communities Strategies by tracking transportation-related greenhouse gas emissions at a County level, and conducting cost/benefit analyses of transportation projects using GHG-emissions as a criteria.

References

<p>Southern California Association of Governments (SCAG)</p>	<p>Senate Bill 375 requires each Metropolitan Planning Organization (MPO) to prepare a Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS) plan to reduce greenhouse gas emissions from cars and light trucks through integrated transportation, land use, housing and environmental planning. Adopted in 2012, the SCAG RTP/SCS blueprint improves the quality of life where people live, work, play and how they will move around.</p> <p><i>(Southern California Association of Governments, Regional Transportation Plan Sustainable Communities Strategies, 2012-2035; http://rtpscs.scag.ca.gov/Pages/About-the-SCS.aspx)</i></p>
<p>San Diego Association of Governments (SANDAG)</p>	<p>SANDAG was the first Metropolitan Planning Organization (MPO) to adopt a Regional Transportation Plan (RTP) in 2011 that meets statutory requirements and encourages sustainable planning practices. The Sustainable Communities Strategies promote the integration of land use, housing and transportation to created walkable, transit-oriented and compact communities. A 2014 progress report is available on SANDAG's website.</p> <p><i>(San Diego Association of Governments, Sustainable Communities Fact Sheet, January 2012; http://www.sandag.org/index.asp?projectid=360&fuseaction=projects.detail)</i></p>
<p>California Office of Planning and Research</p>	<p>Regional and local governments and agencies influence VMT-related GHG emissions both on a project-level basis and in integrated, long-term blueprints such as the Sustainable Communities Strategies (SCS) and regional transportation plans. In addition, local land use decisions can promote climate-friendly policies such as transit-oriented and mixed-use development that can also create consistency with the region's SCS, if applicable.</p> <p><i>(State of California General Plan Guidelines, Draft for Public Comment, 2015, page 268; https://www.opr.ca.gov/docs/DRAFT_General_Plan_Guidelines_for_public_comment_2015.pdf)</i></p>

Climate Plan	<p>As required by SB 375, the Air Resources Board set a target for the Southern California region to reduce per-capita greenhouse gas emissions from cars by 8% below 2005 levels by 2020, and 13% by 2035; SCAG’s own 2012 plan actually exceeds these targets, aiming for 9% by 2020 and 16% by 2035. To meet the region’s goal, all six of the region’s counties will need to reduce greenhouse gases by reducing driving.</p> <p>In the Southern California region, planning is “bottom up,” or locally led: though the goals are regional, their implementation is local. County Transportation Commissions decide which transportation projects to fund; SCAG then incorporates their plans into the RTP/SCS.</p> <p>Although SCAG has the responsibility for setting and meeting the region’s greenhouse gas reduction targets, only County Transportation Commissions have the funding and authority to actually achieve the greenhouse gas reductions. This is why County Transportation Commissions should show the climate impacts of their decisions.</p> <p>Toward a Sustainable Future, is Southern California on Track? http://www.climateplan.org/ontrack/ Page 7.</p>
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Use market-based strategies, including VMT-based fees, to manage demand and create sustainable funding streams for more equitable transportation investments.

References

<p>Southern California Association of Governments (SCAG)</p>	<p>A greater use of electric, alternative fuel vehicles and increases in fuel efficiency for light-duty vehicles and freight trucks will continue to impact gas tax revenues. The National Surface Transportation Infrastructure Financing Commission's findings and recommendations to efficiently fund investments in transportation in the medium to long run will be a user charge system based on miles driven rather than on fuel consumed. SCAG supports further research, development and demonstration on mileage-based user fees specific to the Southern California context.</p> <p><i>(Southern California Association of Governments Transportation Finance, Mileage-Based User Fee, downloaded June 2016; http://transfin.scag.ca.gov/Pages/Mileage-Based-User-Fee.aspx)</i></p>
<p>San Diego Association of Governments (SANDAG)</p>	<p>Options for funding transportation include a user based mileage fee. Senate Bill 1077 (DeSaulnier) enacted in 2014 authorizes such a fee. The legislation calls for an advisory committee to study and develop options to be implemented as a pilot project in 2017.</p> <p><i>(San Diego Association of Governments, San Diego Forward: The Regional Plan, Chapter 3 Financing Our Future, October 2015, page 119; http://www.sdforward.com/pdfs/RP_final/The%20Plan%20-%20combined.pdf)</i></p>

Encourage adoption of VMT-based traffic impact analyses and mitigation measures as proposed by the Strategic Growth Council.

References

<p>California Department of Transportation (CalTrans)</p>	<p>SB 743 Vehicle Miles Traveled (VMT) Impact Assessment will require lead agencies to assess VMT impacts on residential and office land use projects and set thresholds of significance.</p> <p>(http://www.dot.ca.gov/hq/tpp/offices/omsp/SB743.html)</p>
<p>Office of Planning and Research (OPR)</p>	<p>On September 27, 2013, Governor Brown signed Senate Bill 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the way we analyze transportation impacts under the California Environmental Quality Act (Public Resources Code section 21000 and following) (CEQA). Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is often measured using a metric known as “level of service,” or LOS. Mitigation for increased delay often involves increasing capacity (i.e. the width of a roadway or size of an intersection), which may increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.</p> <p><i>(California Office of Planning and Research, “Updating Traffic Impacts Analysis in CEQA Guidelines”</i></p> <p>https://www.opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_SB_743_080614.pdf)</p>

City of Pasadena

Whereas, the existing Transportation Performance Measures are not in accordance with the revised goals and objectives of the existing proposed update to the General Plan, and are silent with regard to system performance of non-auto modes, and tend to generate mitigation solutions that are increasingly contrary to community values, and... SB 743 amended the California Environmental Quality Act in 2013, and the Governor's Office of Planning and Research is currently undertaking amendments to the State CEQA Guidelines, to change analysis of transportation impacts under CEQA and... the proposed new Transportation Performance Measures emphasize sustainability and a continued focus on livability by determining how to balance trade-offs among travel modes and among the mobility needs of different members of the community; and

Whereas, the new Transportation Performance Measures also align with the sustainability goals of the existing and proposed update to the General Plan by evaluating the 'efficiency' of projects and analyzing the per capita length and number of trips associated with changes in land use.

*(City of Pasadena Resolution 9398, Adopting New Traffic Thresholds of Significance for Purposes of CEQA, page 3 accessed: 6/23/16
https://www.opr.ca.gov/docs/City_of_Pasadena.pdf)*

Support transportation investments that are responsive to community needs, e.g. non-infrastructure grant funding set-asides through programs such as the Active Transportation Program.

References

<p>California Transportation Commission</p>	<p>The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to: increase the proportion of biking and walking trips; increase safety for non-motorized users; increase mobility for non-motorized users; advance the efforts of regional agencies to achieve greenhouse gas reduction goals; enhance public health.</p> <p>http://www.catc.ca.gov/programs/ATP.htm</p>
<p>Public Health Alliance of Southern California</p>	<p>Local Health Departments have been longstanding partners in efforts to encourage transportation-related physical activity, partnering with jurisdictions on Safe Routes to School assessments and projects, recommending physical activity as a ‘prescription for health,’ and seeking to help communities with concerns about crime by implementing <i>Crime Prevention Through Environmental Design</i> strategies. We see non-infrastructure projects as laying the groundwork for communities where everyone can connect and have access to opportunities by means other than a motorized vehicle while creating a culture of health through active living. As such, the criteria should not only focus on infrastructure, but on developing programming and education to help residents feel safe and connected while walking or biking to destinations.</p> <p>ATP non-infrastructure grants also help finance the ongoing collaboration of health and planning at a local level, helping not only to increase the effectiveness of active transportation infrastructure improvements, but also to create a broad understanding of how individual transportation choices can improve health.</p> <p><i>(PHA SoCal, Comment Letter on Active Transportation Program Cycle 3 Guidelines, page 3, accessed 6/23/16: http://phasocal.org/wp-content/uploads/2016/02/PHA-SoCal-ATP-Cycle-3-Comment-Letter.pdf)</i></p>