

Transportation for America

Transportation + Public Health

October 13, 2015

www.T4america.org

@t4america

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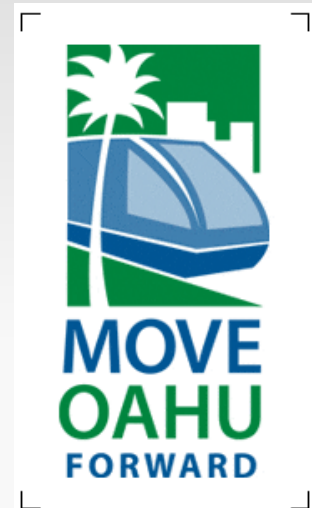
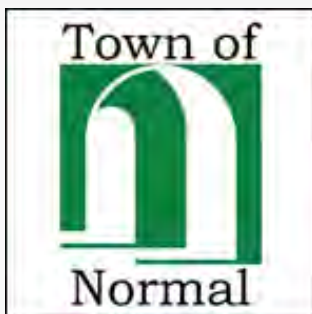


T4America's Mission

Transportation for America helps cities, towns and suburbs realize their visions for economic success that benefits everyone – from business owners to low-wage workers – by making sure states and the federal government give them the control and resources they need to invest in smart transportation solutions.

T4A's Members Include:

T4A's members are cities, counties, non-profit organizations and businesses of various shapes and sizes.



Why Join T4A?

Benefits of membership:

- Work with T4A to create the next generation of transportation investments
- Create real progress in your community
- Connect with a diverse set of peers all reaching to solve the similar challenges
- Raise the profile of your region and organization as leaders

What's the Problem?



Ribbon-cutting ceremony along the first portion of Interstate highway to be completed in Wisconsin on September 4, 1958—I-94 in the Waukesha area. (Photo courtesy Wisconsin Historical Society Archives.)

If this was the promise, why are we talking about transportation and public health?

What's the Problem?



What's the Problem?



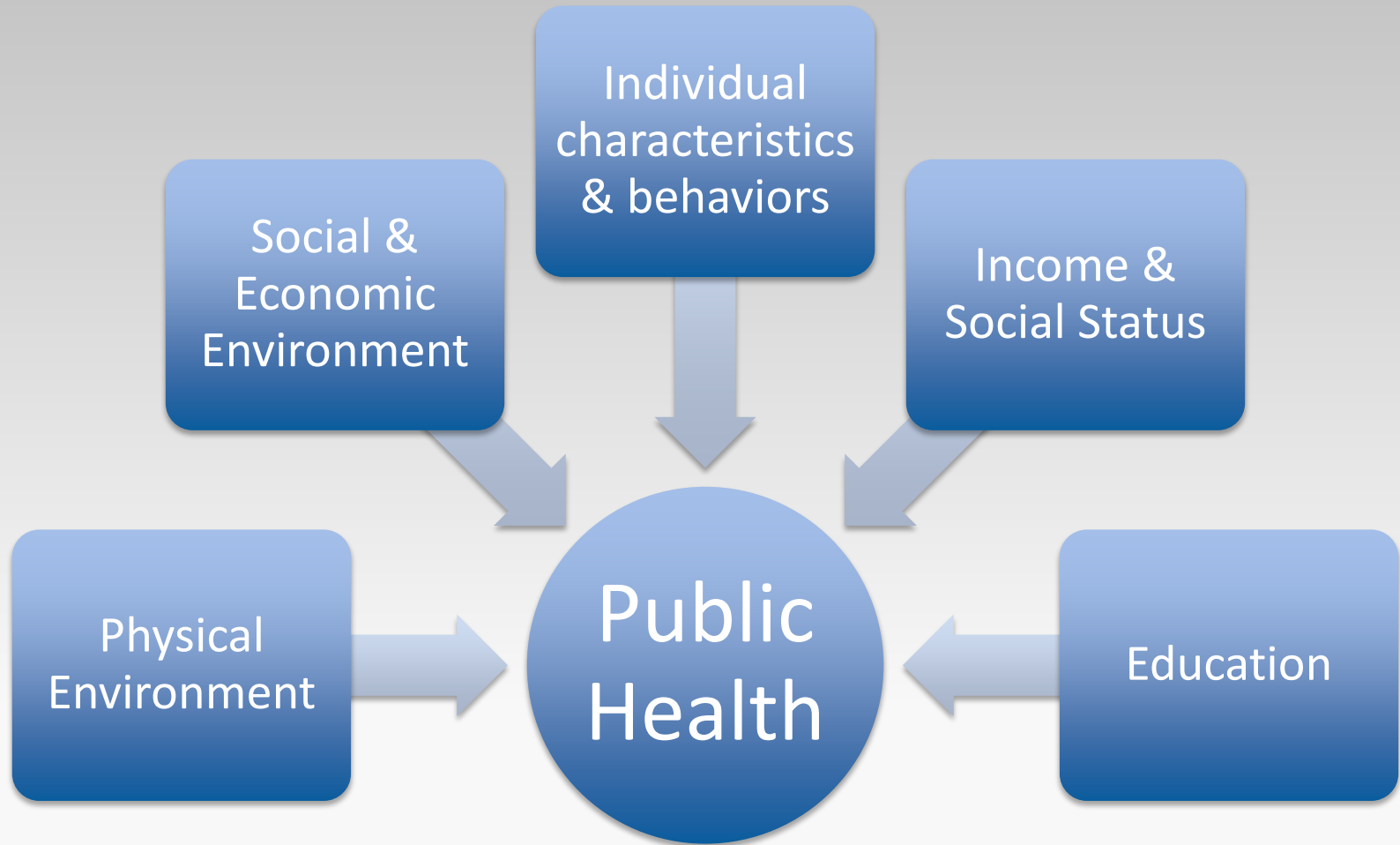
What's the Problem?

Harvard School of Public Health

Obesity Trends

- In 2010, 43 million preschool children were overweight or obese, a 60% increase since 1990
- The US has the highest rates of overweight and obesity
 - 1/3 of the population is obese
 - Expected to rise to 50% by 2030
- Poor populations have higher rates than their wealthier counterparts
- Less educated have higher rates than highly educated
- Specific minority groups, African-American and Hispanic women, have much higher than other groups

What's Our Role?



GOVERNING

THE STATES AND LOCALITIES

FINANCE | HEALTH | INFRASTRUCTURE | MANAGEMENT | ELECTIONS | POLITICS | PUBLIC SAFETY | URBAN | EDUCATION

PUBLIC SAFETY & JUSTICE

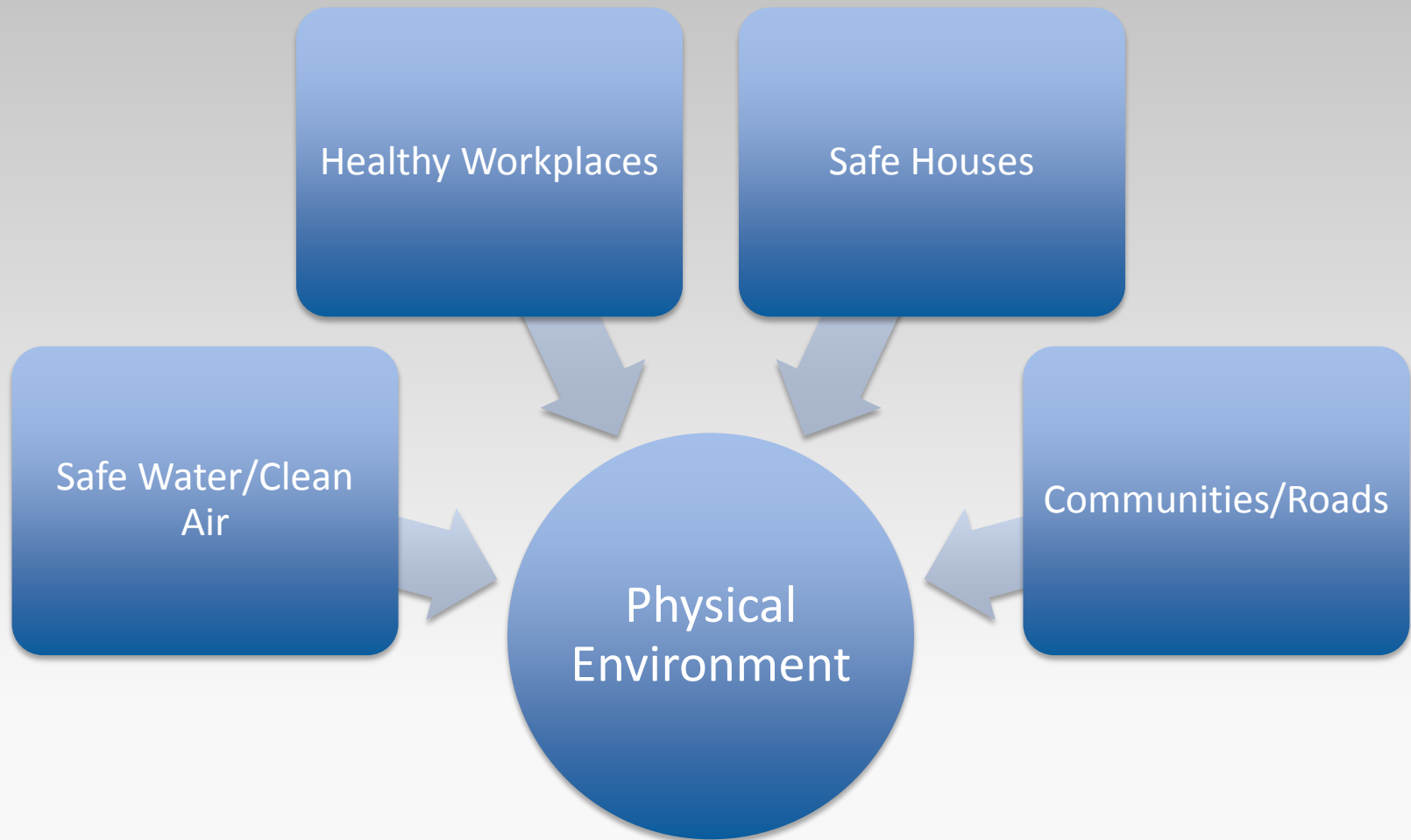
Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods

Many cities have made pedestrian safety a priority, but their efforts rarely focus on poorer areas, which have approximately double the fatality rates of wealthier communities.

BY MIKE MACIAG | AUGUST 2014



What's Our Role?



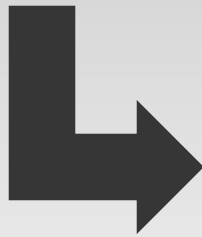
What's Our Role?



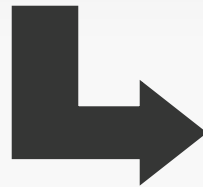
What we've been building...

What's Our Role?

Dispersed
Development

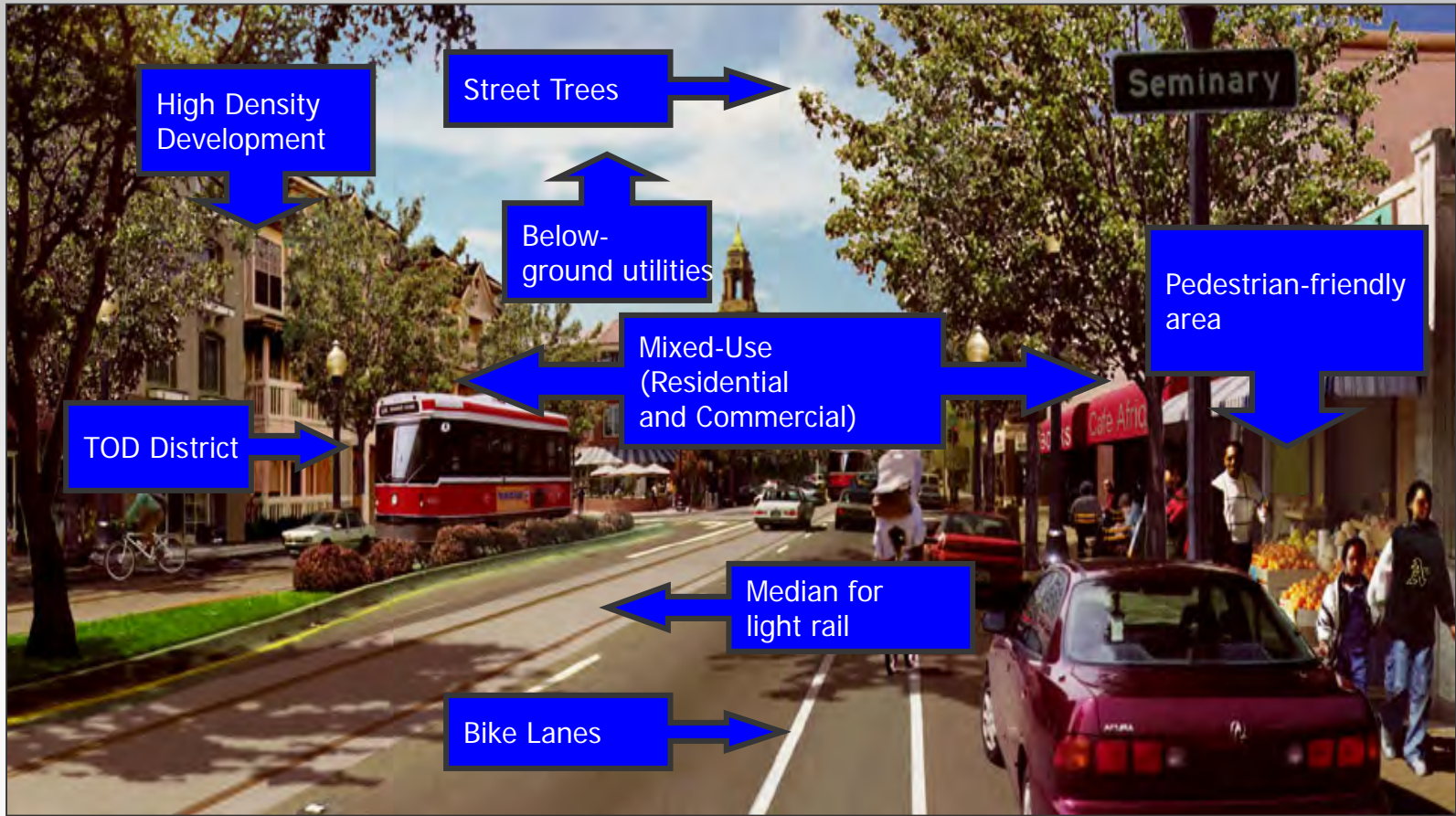


↑ trip distances
↑ vehicle trips
↓ walking



↑ overweight
↑ obesity

What's Our Role?



What we could be building...

What Can This Do For Public Health?

- Increase Physical Activity
- Reduce Number/Severity of Car Crashes
- Reduce Number/Severity of Pedestrian Injuries
- Lessen Air Pollution
- Increase Accessibility to Core Services

New Tools for Incorporating Public Health

Tools exist on varying levels, with varying degrees of sophistication



local

state

federal

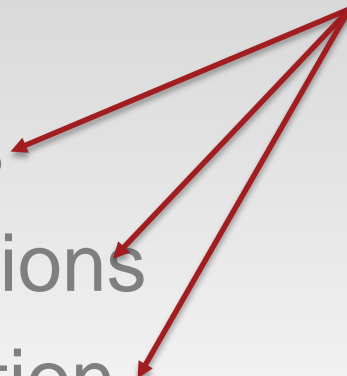
Federal Role/Responsibility

- Surface Transportation Assistance Act (1982) – unifying programs and increasing funding
- ISTEA (1991) – complete the federal highway system
- SAFETEA-LU (2009) – continuation of previous policies; created smaller siloed programs
- MAP-21 (2012) – condensed, simplified programs
- DRIVE Act (??) – continuation of MAP21 (but with money this time!!)

Key MAP-21 Provisions

- Level funding for two years
- Increased “flexibility”
- Eliminates earmarks
- *Combined smaller programs like Safe Routes to School, Transportation Enhancements*
- *New performance measures and targets*

MAP-21 Performance Measures

- Highway Performance
 - Pavement Condition
 - Bridge Condition
 - Fatalities and Injuries
 - Mobile Source Emissions
 - Metropolitan Congestion
 - Freight movement on Interstate Highways
- 
- Maybe public health

Federal Policy Tools

- Increase funding/authority to local level
 - Building active transportation; land use + transportation all happens locally
 - MAP21 is ~8% of funding to locals
 - MAP21 consolidations have reduced available funding for transportation with a nexus to public health

Federal Policy Tools

- Innovation in Surface Transportation Act
 - Drives move funding to the local level
 - Creates vastly more flexible funding sources
 - Allows locals and regions to drive the project selection conversation



Advancing Innovation in Transportation and Securing Economic Prosperity

Support the Innovation in Surface Transportation Act, HR1393 & S762

Innovation in transportation is born within local and regional governments. Local and regional entities of all sizes are the centers for economic growth and continued prosperity for the nation. Communities across the country are stepping up efforts to maintain their existing infrastructure and prepare for future demands on their transportation systems. Local leaders in these communities are best able to identify the particular transportation investments needed to address their community's unique challenges. Since the turn of the 21st century, local governments have dramatically increased their commitment to our transportation systems by increasing local revenues to meet demands.

MAP-21 Highway Programs	Funding (billions)	Percentage of MAP-21 Funds
National Highway Performance Programs (NHPP)	\$21.8	58.6%
Surface Transportation Program (STP)	\$10.0	26.9%
<i>*STP Suballocation for Local and Regional Control</i>	\$5.0	13.4%
Highway Safety Improvement Program (HSIP)	\$2.4	6.5%
Congestion Mitigation Air Quality (CMAQ)	\$2.2	5.9%
Transportation Alternatives (TA)	\$0.8	2.2%
<i>*TA Suballocation for Local and Regional Control</i>	\$0.4	1.1%

It is important to give local leaders the tools and resources to invest in innovative transportation solutions that are critical to their economic competitiveness. Through the consolidation of programs in MAP-21 virtually all competitive Federal funding opportunities were eliminated, making it harder for local communities to directly access Federal funds. These were the same programs that communities looked to help fund their innovative transportation projects. Formula programs now make up nearly 93 percent of all Federal highway funding, an increase of 10 percent from SAFETEA-LU. Furthermore, local and regional entities are provided access to less than 15 percent of all authorized highway funds from MAP-21. In short, funding and project selection have been streamlined in a way that only a select few determine how Federal funds are spent, in some instances, largely ignoring the needs of local governments both large and small.

Additionally, the primary source of funding for local transportation projects, the Surface Transportation Program (STP), had more than \$5.0 billion of new responsibilities added to it by MAP-21, while that program only was increased by \$1.2 billion.

Advancing Innovation in Transportation and Securing Economic Prosperity through In-State Competition: The solution Transportation for America proposes will create in-state competitions within every State for a small portion of a State's formula funds. This proposal will strengthen accountability, increase return on investments, and allow local and regional governments to build infrastructure connections that provide better opportunities for local businesses and residents to prosper.

Under this proposal, states will conduct annual competitions for a small portion of Federal formula funds. That competition will be open to local jurisdictions, metropolitan planning organizations, transit providers, tribal governments, and other transportation entities, and projects would be selected by a panel with equal representation from state department of transportation and local jurisdictions, as well as other stakeholders. Project selection will be based on a set of criteria aimed at improving the transportation system, promoting innovation, and spurring economic development. The transparency of this process will ensure that the best projects are selected and that federal funds are used to provide the highest return on investment.

What this proposal would mean for Indiana

FY2014 NHPP 10.0%	FY2014 STP 16.66%	FY2014 HSIP 33%	FY2014 CMAQ 33%	FY2014 TAP 16.66%	Total for In- state program
\$55,261,338	\$42,363,965	\$17,783,075	\$15,674,659	\$3,739,114	\$134,822,151

Federal Policy Tools

S.880 – Sen. Schatz (D-HI)

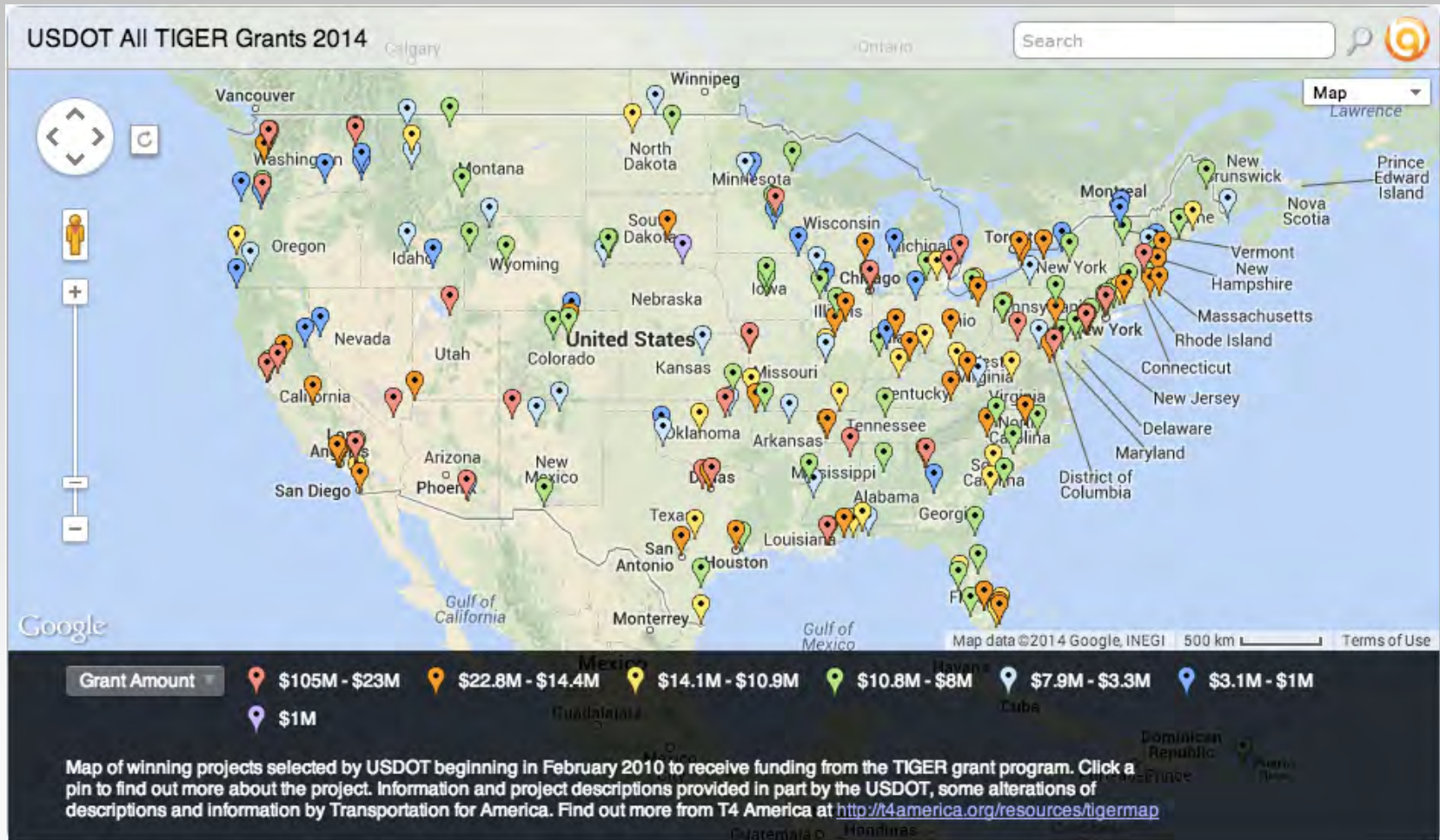
- Amends TIFIA to include TOD projects that promote transit ridership, walkability, or increased private investment.

H.R. 2701 – Rep. Matsui (D-CA) and Joyce (R-OH)

The Safe Streets Act

- Encourages safer streets through policy adoption at the state and regional-levels
- MPOs adopt Safe Streets policies for federally funded projects within two years.
- 600 local jurisdictions, 51 regional agencies, 30 states, the Commonwealth of Puerto Rico, and the District of Columbia.

Federal Policy Tools



<http://www.t4america.org/maps-tools/tigermap/>

Federal Policy Tools

2014 TIGER project awards:

- **Los Angeles, CA** - Eastside Access Improvements Project; upgrades streetscape, adds crosswalks, sidewalks, a walk-bike esplanade, and regular and protected bike lanes w/l a 1-mile radius of a rail line station.
- **Goleta, CA** - improve accessibility for those with disabilities. Improved sidewalks and bicycle facilities will better connect visitors and residents with nearby transit and rail and help bring customers to Old Town businesses.
- **Tulsa, OK** - the Riverside Drive Multi-Modal Access Project will improve walking and bicycling connections to the Gathering Place, a 75-acre recreational park and natural area.
- **Champaign-Urbana, IL Mass Transit District** - redesigned 5 corridors around the U of I to improve transit time between Champaign, Urbana and the campus, with an emphasis on making transit accessible to persons with disabilities, older adults, and economically disadvantaged populations

Federal Policy Tools

Federal Safety rulemaking

- NCSC & T4A submitted 1500 letters to tell USDOT that we needed a way to count injured pedestrians
- Resulted in a separated out measure for pedestrians

Congestion rulemaking

- *Upcoming: Will we support our livable communities or not?
- T4A running a coordinated education/outreach campaign
- Action TBA

Federal Policy Tools

Roadways Design Standards rulemaking

- NPRM Currently Open
- Proposal removes 11/13 geometric design standards currently required for projects on the NHS and maintains only design speed and structural capacity if the roadway design speed is 50mph or lower.
- Eliminates bridge width, vertical alignment and lateral offset for all roads because there is no evidence that they correlate with crash frequency. The other 10 remain for high-speed NHS roadways.
- All design standards are still eligible for exceptions, but that will require justifying the change.
- Comments are due on Dec. 7

More Info: <http://goo.gl/3Vvfeu>

State Role/Responsibility



T4A's START Network: Supporting governors, state legislators, local elected officials, and advocates efforts to pass state funding packages and innovative transportation policy solutions.

Since 2012, twelve states have enacted new revenue sources for transportation, while dozens more have tried.



State Role/Responsibility



T4A releasing a State of the state's report in early December on the most recent legislative cycle.

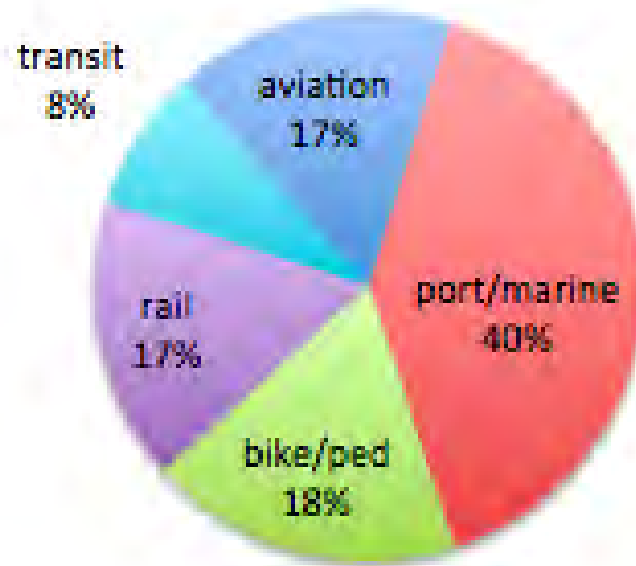
Competitive Grant Programs - Oregon

ConnectOregon

- Statewide competitive grant program to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure
- Projects are eligible for up to 70% of project costs for grants
- A minimum 30% cash match is required from the recipient for all grant funded projects.

Competitive Grant Programs - Oregon

ConnectOregon V Awards



Performance Metrics - MA

Draft Objectives and Metrics
Project Selection Advisory Council

10/20/14

Objectives	Metrics¹
Support mode shift	To what extent does the project support mode shift from single occupancy vehicles?
Ensure maintenance of existing infrastructure	How cost effective is the system preservation investment (based on Pavement Service Index (PSI), Pontis bridge software, the MBTA State of Good Repair (SOGR) database, etc.)?
Improve reliability	To what extent does the project improve the reliability of the transportation system?
Improve efficiency	Does the project efficiently increase persons per hour capacity?
Reduce GHG	What is the estimated change in GHG emissions?
Reduce frequency and severity of collisions for all modes	To what extent does the project address strategies in Strategic Highway Safety Plan for identified problems along the corridor? ²

Performance Metrics - MA

Support sustainable development	To what extent does the project support smart growth development patterns?
Ensure efficient movement freight	To what extent does the project support efficient movement of freight vehicles?
Targeted underserved communities	To what extent does the project benefit an EJ community or Title VI populations?
Reduce incidents of chronic disease	To what extent does the project have the potential to increase physical activity in areas with high levels of obesity?
	To what extent does the project reduce exposure to noise, air, and water pollution in areas with high exposure levels?
Ensure resiliency	Does the project address future climate change resiliency planning measures?
Improve evacuation route	Does the project improve an identified issue along an evacuation route or strategic corridor?

Performance Metrics - LA

Louisiana legislature passed progressive performance legislation in 2015, including public health

The legislature declares it to be in the public interest that a prioritization process for construction be utilized to develop a Highway Priority Program that accomplishes the following:

- Brings the state highway system into a good state of repair and optimizes the usage and efficiency of existing transportation facilities.
- Improves safety for motorized and nonmotorized highway users and communities.
- Supports resiliency in the transportation system, including safe evacuation of populations when necessitated by catastrophic events such as hurricanes and floods.
- Increases accessibility for people, goods, and services.
- Fosters diverse economic development and job growth, international and domestic commerce, and tourism.
- Fosters multimodalism, promotes a variety of transportation and travel options, and encourages intermodal connectivity.
- Encourages innovation and the use of technology.
- Protects the environment, reduces emissions, and improves public health and quality of life.

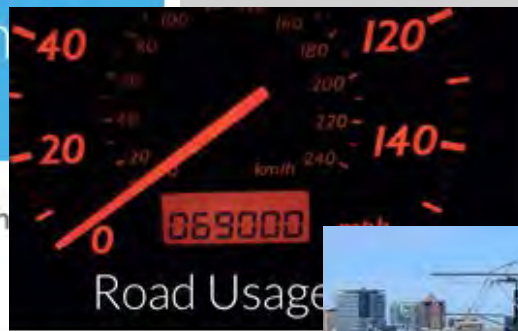
State Policy Tools



Public-Private Partnerships

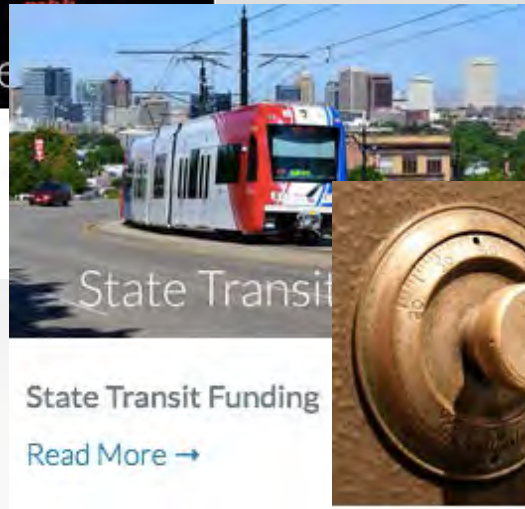
Public-Private Partnerships

[Read More →](#)



Road Usage Charges

[Read More →](#)



State Transit Funding

[Read More →](#)



State Infrastructure Banks

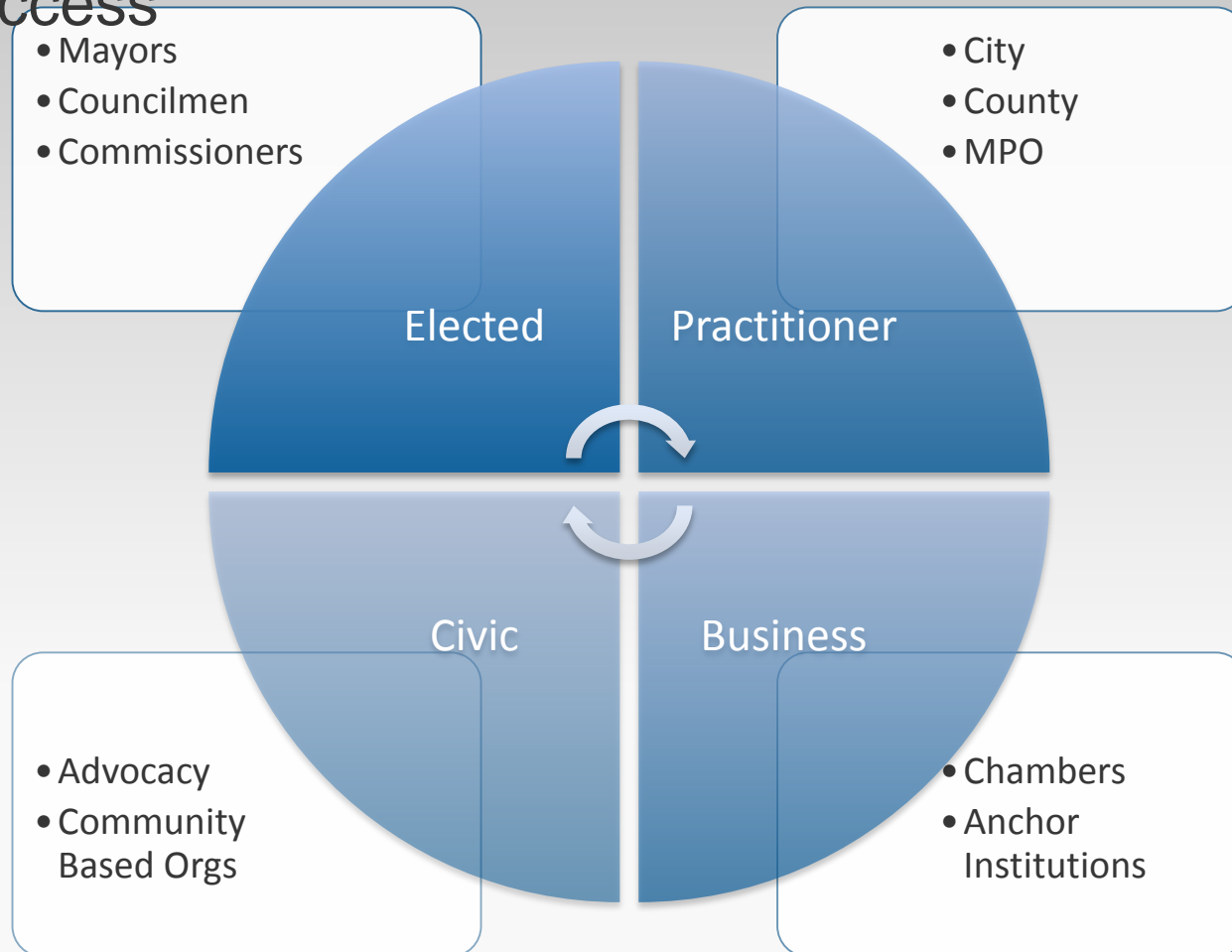
[Read More →](#)

- Backgrounders
- Template legislation
- Case Studies
- Talking Points

Sign Up:
bit.ly/joinT4Astatenetwork

Local Role/Responsibility

Most flexible, innovative level – Partnerships for
SUCCESS



Louisiana pedestrian deaths fifth worst in nation

Lack of sidewalks, bike paths cited

REBEKAH ALLEN | R.ALLEN@THEADVOCATE.COM



Don't forget to look both ways before crossing the street – especially if you're walking the streets in Louisiana. According to a recent study, the Pelican State has the fifth highest pedestrian death rate in the country.

The **report**, prepared by the Center for Planning Excellence and the Louisiana Public Health Institute, evaluated 10 years of federal fatality data from the National Highway Traffic Safety Administration and the federal Centers for Disease Control and Prevention.

The report demonstrates a need for more state and city planners to incorporate pedestrian and cyclist safety into traffic plans, according to Rachel DiResto, CPEX executive vice president.

"You drive around and see people walking in the roads, and crossing the streets and you think it looks so unsafe," she said. "But if you look, there's no safe way for them to cross six lanes of cars."

Sidewalks, crosswalks and bike paths are valuable tools to protect pedestrians and cyclists from vehicular traffic. Sidewalks and bike paths also are frequently the first elements cut from a road project to save money, DiResto said.

Louisiana has a pedestrian death rate of 2.29 per 100,000 residents. The report also said the Louisiana is third in the nation for child pedestrian deaths, with a fatality rate of 1.43.

Pedestrian deaths are on the rise even as vehicular deaths overall have decreased in Louisiana over the past 10 years. Between 2003 and 2012, there were 1,028 total **pedestrian fatalities** statewide, accounting for 12 percent of traffic deaths.

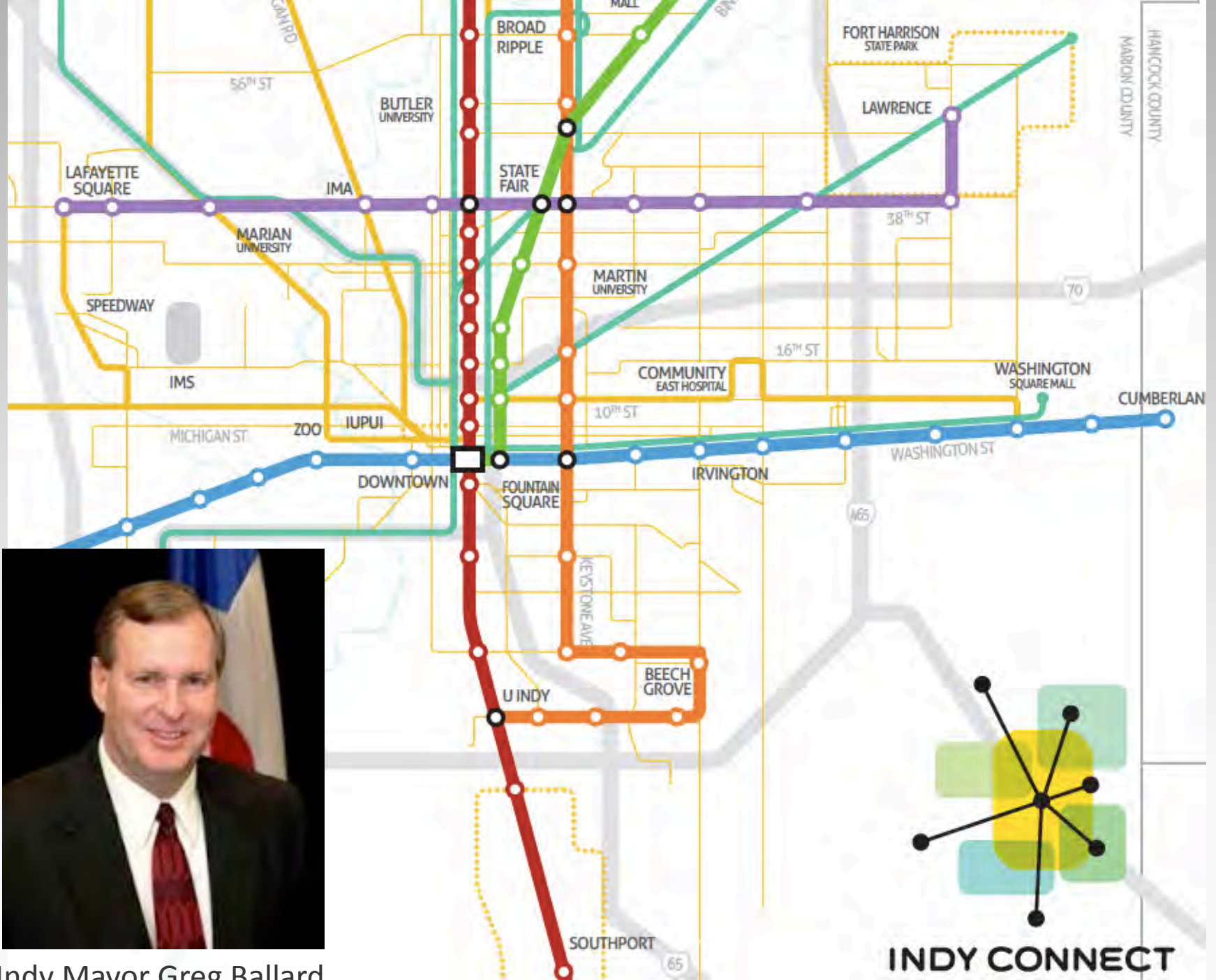
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5 Features That Will Take Your Entertainment to the Next Level

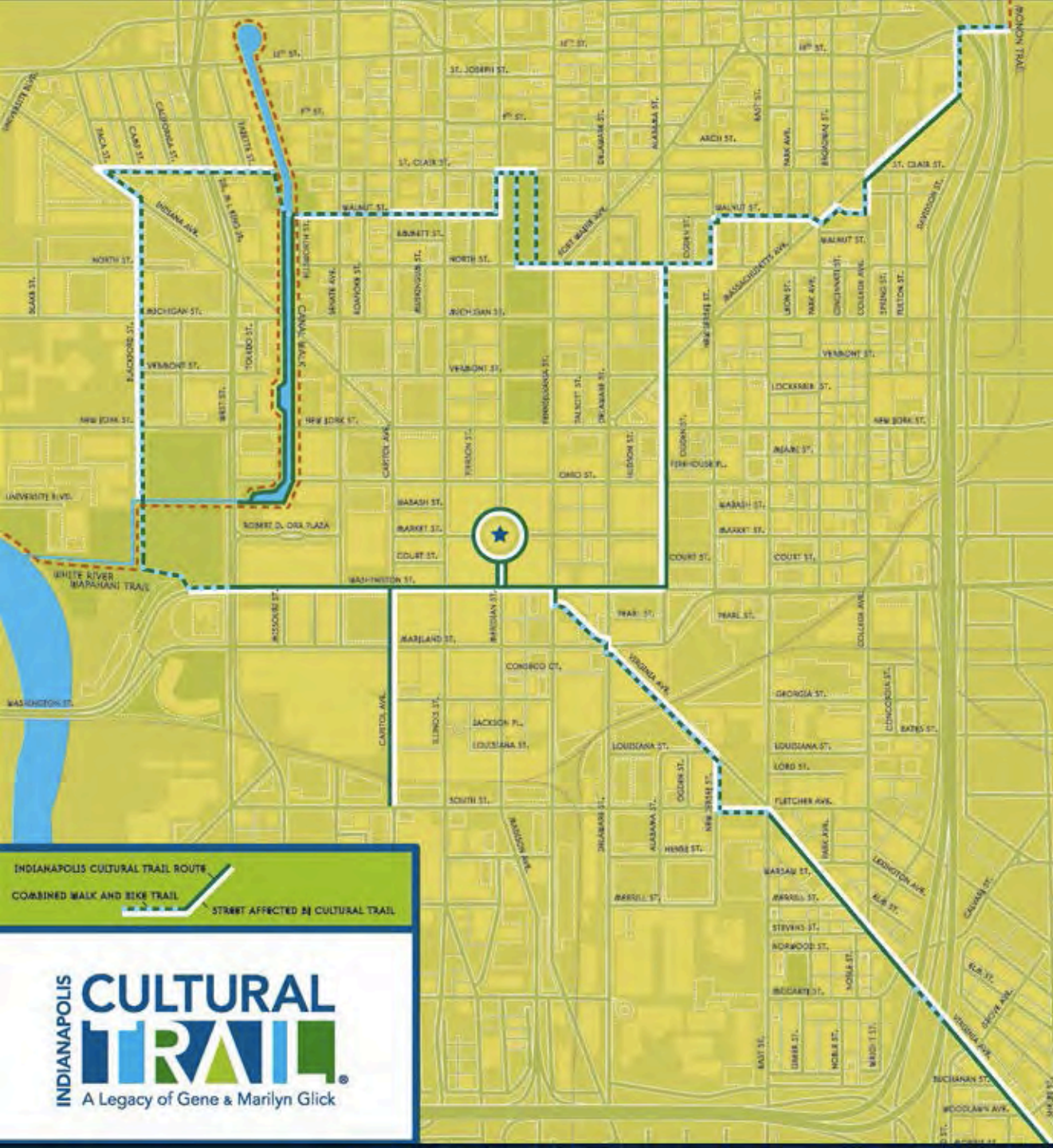
By **Comcast** – No better gift this holiday season.

Here's one that will take your entertainment to the next level. **CONTINUE READING →**



Indy Mayor Greg Ballard





Since opening in 2008, the value of properties within a block of Indy's high-quality biking and walking trail have increased an astonishing 148 percent

The value of the nearly 1,800 parcels within 500 feet of the trail increased by more than \$1.01 billion from 2008 to 2014.

Majors, J. & Burows, S. Assessment of the Impact of the Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick.
<http://indyculturaltrail.org.s3.amazonaws.com/wp-content/uploads/2015/07/15-C02-CulturalTrail-Assessment.pdf> March 2015. accessed 10/1/15.



THE INNOVATIVE MPO



A GUIDEBOOK FOR PLANNING,
POLICY AND PRACTICE

Innovative MPO

Performing Health Impact Analyses

- Pioneer Valley Planning Commission
 - State passed transportation legislation in 2009
 - Created an inter-agency Healthy Transportation Compact
 - Charged with implementing HIAs for use by planners, transportation administrators, public health administrators and developers
 - facilitates HIAs in transportation and other sectors, developing resources, toolkits and model regulations

Innovative MPO

Performing Health Impact Analyses

- Nashville Area MPO
 - Not mandatory in TN
 - Participated in HIA pilot project in 2010
 - Evaluated how to improve health outcomes in the transit-oriented development sites included in a study of a proposed transit corridor

Innovative MPO

MTC - Performance Measures

(1) TARGET ANALYSIS (QUALITATIVE)	(2) BENEFIT-COST ASSESSMENT (QUANTITATIVE)
<ul style="list-style-type: none">• Increase regional GDP• Reduce transportation fatalities & injuries• Improve state of good repair• Reduce greenhouse gas emissions• Increase physical activity (time spent walking & biking)• Increase non-auto mode share	<ul style="list-style-type: none">• Travel time savings• Travel cost savings• CO2 emissions reduction• Fatalities and injuries avoided• Health benefits from emissions reduction• Health benefits from physical activity• Noise avoided

T4A Creative Placemaking Project Summary & Overview

WHAT	Transform transportation planning process to reward performance-based outcomes (health, equity and environment) and incorporate creative placemaking as standard practice
WHY	All transportation agencies are being required to adopt new performance measures by USDOT – Creative placemaking offers emerging opportunity for meaningful community engagement.
HOW	Work inside-outside strategy – partnering with MPO agency staff while providing capacity for local NGOs to advocate from outside
WHEN	Two Year Project: January 2014 – December 2015
WHO	Transportation for America – Transform – agencies and NGOs in five metropolitan areas that hold promise for peer adoption

T4A Creative Placemaking Project Partners & Locations

REGION	Agency Partner	NGO Partners
Nashville	Nashville MPO	Connexion Americas
Seattle	Puget Sound Regional Council	Transportation Choices Coalition
Detroit	SEMCOG	MI Fitness Foundation/ Local Detroit NGOs
Portland OR	METRO	Coalition for a Livable Future
San Diego	SANDAG	Circulate San Diego/ TransForm/City Heights CDC

Early Success

Seattle – PSRC has made health primary goal for next regional plan, major health initiative now underway

Nashville – use of health model at MPO, placemaking & pedestrian safety commitments on rapid bus corridor in South Nashville

San Diego – alternative land use scenario in regional plan using health as a performance measure

Portland – METRO staff commitment to develop health metrics as part of next transportation plan update

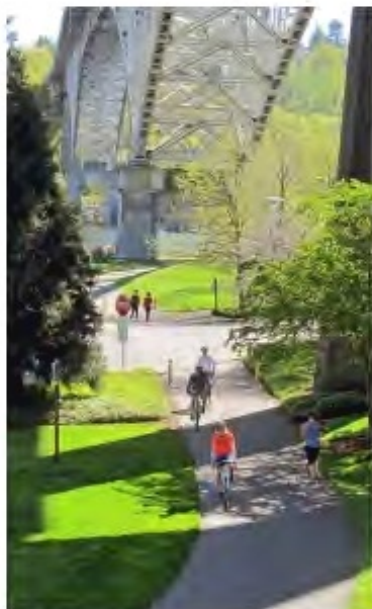
Detroit – SEMCOG commitment to access to health and essential services initiative - project now underway with 40 person advisory committee -

Health and transportation event Nov 6

Posted on [October 23, 2014](#)



How does the transportation system impact your health?



Find out about planning for the health impacts of transportation on November 6 at PSRC.

PSRC is hosting a special presentation on [elevating health considerations in regional transportation planning](#) on November 6 from 1 to 5 pm at 1011 Western Avenue, Suite 500 in Seattle.

Basic activity levels, air quality and safety are just a few of the ways the transportation system can affect public health. This event is designed to inform regional planners and community leaders about the ways we can improve public health with transportation planning.

Speakers will include: **Jeffery Tumlin** from Nelson Nygaard (co-author of the NACTO design guidelines) on why health matters and simple steps cities and MPOs can take to improve public health outcomes; **David Vautin** from the Metropolitan Transportation Commission (MTC) on a case study from the San Francisco Bay Area on public health and transportation planning.

The event will also include a panel featuring: **Dr. Ngozi Oleru**, Director of the Environmental Health Division for Public Health Seattle & King County; **Hillary Franz**, Executive Director of Futurewise; **Rich Stolz**, Executive Director of OneAmerica.

You can register online [here](#).

Nashville gets its first bilingual crosswalk

Tony Gonzalez, tgonzalez@tennessean.com 1:55 p.m. CDT October 8, 2014



(Photo: Jae S. Lee / The Tennessean)

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MORE

Nashville's first bilingual crosswalk was installed along busy Nolensville Road on Wednesday to help Spanish speakers traverse the busy thoroughfare safely.

"Our guys are actually excited about it," said Jenna Smith, public information and projects manager for Metro Nashville Public Works, which installed the crosswalk in the morning. "They've never done it before."

Public works is "definitely open to exploring" the possibility of adding more signs, Smith said, although no plans are teed up at the moment.

"Safety is our number one priority, and hand-in-hand with that is communication and employing the most efficient means of providing immediate and relevant information to the public," Smith said.

Renata Soto, co-founder and executive director of the nonprofit Conexion Americas, said she hoped posting signs in English and Spanish would become the standard for crosswalks in Nashville.

Reach Tony Gonzalez at 615-259-8089 and on Twitter [@tgonzalez](#).



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16



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For the p
are always



Wrap Up & Summary

Transportation is in a major period of disruption
both a crisis and an opportunity

Interest in incorporating health into transportation
is surging – we need to act on this

Stand alone “set aside” funding for biking and
walking much harder to come by

Integrated approaches are the new opportunity –
performance measures, complete streets etc.

Transportation Leadership Academy for Performance Measures

Now Accepting Applications!

- 1-yr long program
- Designed to help participants accelerate their PM work
- MPO-centric, partnership inclusive
- Information session on 9/21
- Email in your inbox

Questions and Comments

Thank you! Questions?

Erika Young

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