

## Healthy & Safe Communities in the Six Wins for Social Equity

**Vision:** Our vision is a SF Bay Area Region that can:

- provide health and safety in: air quality, transportation, homes, jobs, schools, water and essential services, food, health care, parks & recreation, libraries, routine daily activities, and natural resources.
- build safeguards against unhealthy exposures to toxics, waste, transportation pollution or neglected infrastructure (e.g. high pressure gas pipes, power plants, dumps, superfund sites).
- ensure equal opportunity to health and safety and its safeguards for all residents in the nine Bay Area counties, regardless of race, ethnicity, income, age, citizenship, disability, or educational level.

We aim to ensure that our transportation and land use policymaking and investments produce an equitable outcome (fair to everyone – equal access to benefits, equal protection from burdens), which is mandated by the federal constitution, as well as by the sustainable community transportation outcomes required by state laws (SB 375 and AB 32). This will result in a healthier community for all.

Public health influences many sectors of society, but when public health considerations are excluded from decision-making, the consequences of that exclusion are exponential and will easily overwhelm our everyday lives. Climate change is but one example of such ignored unmitigated impacts.

The specific Regional Transportation Plan goals for Healthy & Safe Communities are: Access, Neighborhood Livability, Transportation Safety and Environmental Stewardship. The following table describes the health determinants of these goals as well as some indirect effects on health outcomes. Following the table, we provide a list of policy priorities where we see opportunities to achieve our vision.

**Examples of Indirect Effects on Health Outcomes, as the full list would actually be much longer.<sup>1</sup>**

<b>Goals</b>	<b>Health Determinants</b>	<b>Indirect Effects on Health Outcomes</b>
Access	Access to, including affordability and availability: Housing Employment Education Health Services Food & Fuel Parks, Recreation & Natural Resources Travel Duration Travel Costs	Mortality Cardiac Morbidity Stress Mental Health Obesity Lack of Physical Activity Localized, Disparate Impacts of Road Infrastructure & Dangerous Operation
Neighborhood Livability	Transit Infrastructure Pedestrian Crossing & Sidewalk Zone Infrastructure Bicycle Lanes & Parking Infrastructure Physical Activity Air Pollution Particulates/Diesel Particulate Matter Waste (trash, dumps) Street Violence, Crime, Graffiti & Aggressive, off-leash Dogs	Mortality Mental Health Stress Injury Lack of Physical Activity Localized, Disparate Impacts of Road Infrastructure & Dangerous Operation Lung function Respiratory Disease Atherosclerotic heart disease
Transportation Safety	Travel Frequency Traffic Flows by Mode Traffic Speeds Road geometry & layout Travel mode	Injury Mortality Increased Injury Costs to Local government Lack of Physical Activity Localized, Disparate Impacts of Road Infrastructure & Dangerous Operation

<sup>1</sup> Adapted from draft World Health Organization Transportation effects on health Determinants & Health Outcomes, with permission

Environmental Stewardship	Dangerous vs. Safe Jobs Hazardous vs. Green Jobs Soil Contamination Noise Pollution Water Pollution Hazardous Waste	Work Injuries Mortality Learning Difficulties Sleep Deprivation/Disturbance Cognitive Impairment
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### Policy-Making and Programmatic Investment Priorities

The following are priority policies where we see opportunities to work toward achieving our vision.

1. **Health in All Policies:** Integrate health into all policies.
  - **Health in All Policies** State, Regional and Local policies for Transportation, Housing, Land Use, Natural Resources, Air Quality, Zero Waste, Jobs, Investment without Displacement, Community Decision-making, etc., all must integrate health. We encourage local & regional policy review, revision and adoption of Health in All Policies.
  - **Community Risk Reduction Plans (CRRPs)** CRRPs are a set of recommendations developed by an interagency and community-planning team evaluating the risk a neighborhood has. The plan is a larger strategy to achieve goals, and is adaptable as it can be implemented on neighborhood, community, county, regional and statewide levels. We recommend Fund Planning at \$10 Million/year with implementation.
  - **The Merger of Healthy Homes & Green Building** As part of land use and Regional Housing Needs Assessment, housing allocation policy and regulation, we recommend merging healthy homes and green building policies and development/remodeling requirements.
  
2. **Complete Streets that are Safe and Accessible for All:** Create a complete, safe and accessible network of transportation systems that meet the needs of all users.
  - **Complete Streets** Revise regional policy (to conform to state highway and federal policy) to require implementation of complete streets, up to 20% of street maintenance, repair, reconstruction or new construction costs, to integrate all transportation modes and all users.

- **Walkable, safe neighborhoods in healthy environments with nexus to Transit**  
Walkability is the glue between jobs, housing, transit, and school, essential services. Twenty-five percent of all Bay Area trips are one mile or less, creating a land use/transportation regional network that makes it possible for people to walk, is a key sustainable community equity strategy. We recommend requiring safe, walkable design and maintenance upgrade, with accessible destinations, fair share housing and job allocations by policy and as a condition of receipt of transportation investment.
- **Free Regional Eco Student Transit Pass** This is a strategy with built in equity component ensure ridership for passengers who are not working. It would result in both a short term mode shift, reducing 25% of morning congestion from school commutes and long term mode shift strategy by acquainting youth with benefits of public transportation, also increasing public education ADA funding with improved attendance.
- **Full Funding of Restored Transit Operations before Transit Capital Expansion Investment** We recommend revising current policy to use flexible funds for restoration of transit operations and to use inflexible capital funds for fleet replacement to operate a full service network prior to capital expansion.

**Fix It First** This is a proposal to pay for the renovation, maintenance, and enhancement of existing roads and bridges by allocating funding from the collections of existing federal gasoline tax.

- We recommend fully funding this, with the condition of integration of Complete Streets, in Fix It First Local Streets & Roads Maintenance. If Complete Streets, we recommend keeping current funding allocations or increase by 20%. We also recommend requiring the Caltrans state highway system to upgrade to Complete Streets, to fund ADA non-compliant infrastructure backlog with fix it first pavement and sidewalk infrastructure up to condition of good repair priority before funding interchange/ overcrossing upgrades, reconstruction or new construction.
- **Safe Transportation System for all Modes This means that we invest in a transportation system that everyone feels is both safe and reliable. Here is a list of recommendations:**
  - Safe to walk, kids can play, breathe safely, and minimize impact t of the transportation system on the environment
  - Safe Routes to School (w/in 2 miles of school)
  - Safe Routes to Transit (1/2 mile of transit station/stop)

- Safe Routes for seniors (1/2 mile of senior housing, senior centers, senior health centers, post offices, pharmacies, banks, food, hospitals)
- Arterial/Connector Pedestrian Safety Program
- Lifeline Transit -
- CBTP – Complete plans & implement recommendations for all low-income communities (per census definition/majority free or reduced school meal eligibility) to mitigate disparate transportation impacts, burdens and neglect, (not limited to Communities of Concern)
- Travel Training & other transition from driving to other travel modes, especially for seniors and persons with disabilities
- Restore Free Transit Transfers
- Repeal Fare hikes for all classes of transit
- Traffic Enforcement to supplement general fund cuts
- Climate Initiatives
- Regional Bike Network
- Block Grant Housing Complete Streets, Walkable Communities near Transit & Jobs

Conclusion:

Review and determine all RTP funding requests and proposed policy priorities through the lens of the 6 Wins for Social Equity as part of the required Equity Analysis and in order to engage in a truly Sustainable Communities Strategy for meeting AB32 greenhouse gas reduction goals as required by SB 375.

Healthy and Safe Communities Bottom Line:

RTP/SCS commits to reduce particulate emissions in highly impacted areas--particularly around schools and affordable housing in Priority Development Areas-- by 25%, reduce pedestrian and bicycle fatalities and serious injuries from vehicle collisions by 50%, while simultaneously increasing daily walking or biking trips by 50%, by 2035.

Stated another way:

Improve air quality, reduce pedestrian and bicycle fatalities and increase walking and bicycling trips, connected by robust transit, in communities with affordable housing close to jobs and access to essential destinations.