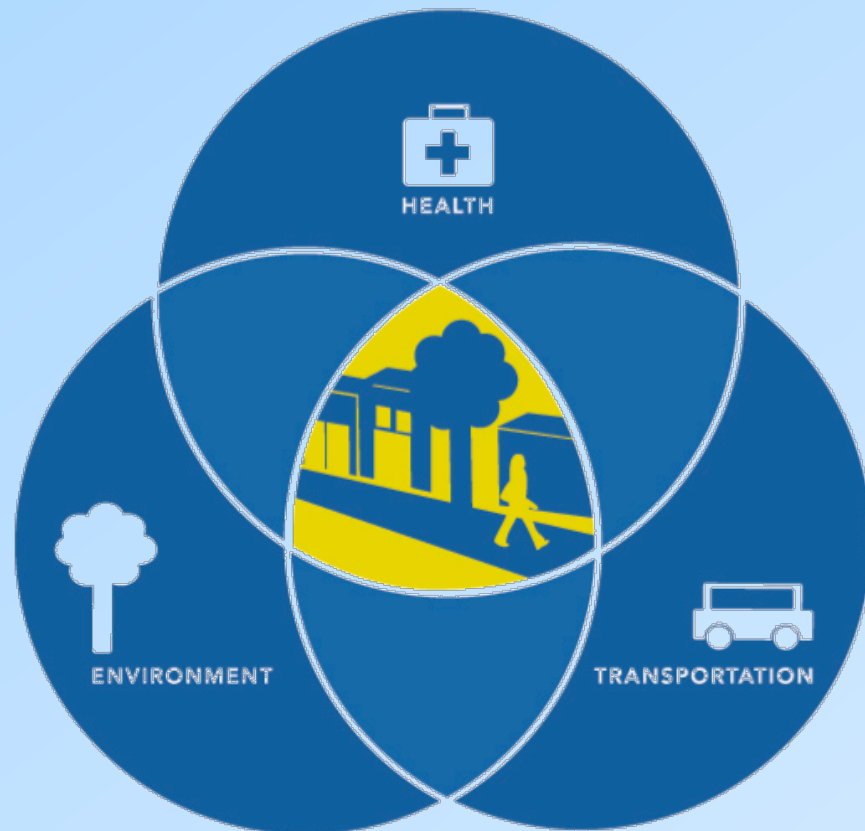


The Health Impact Assessment as a Tool for Health and Social Justice



**Montana Training Session
November 2011**

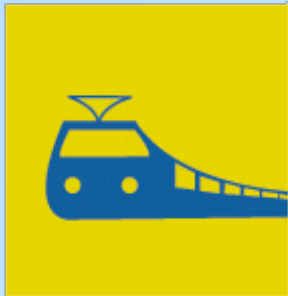
Presented by:

American Public Health Association (APHA)

Source: Hidden Health Costs of Transportation, Urban Design 4 Health, Inc. and APHA.

How Policy Impacts Health

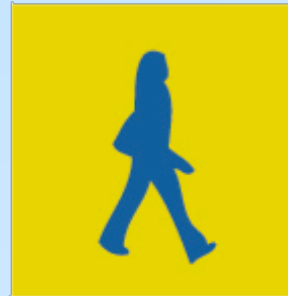
TRANSPORTATION INVESTMENTS



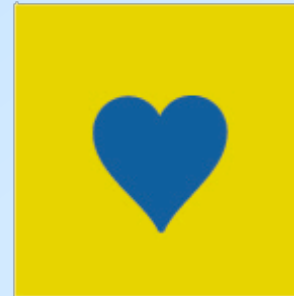
LAND USE PATTERNS



TRAVEL BEHAVIOR



HEALTH



Source: Hidden Health Costs of Transportation, Urban Design 4 Health, Inc. and APHA.

What can HIAs do?

- Address the root causes of health problems in a community
- Help decision-makers in non-health sectors integrate health into proposed projects, policies
- Suggest mitigations to avoid health impacts and inequities

SR 520 Health Impact Assessment



A bridge to a healthier comm

September 2008

pscleanair.org
Puget Sound Clean Air Agency

Public Health
Seattle & King County

A Health Impact Assessment of Massachusetts' Paid Sick Days Legislation: AN ACT ESTABLISHING PAID SICK DAYS SUMMARY OF FINDINGS • October 7, 2009



The ability of workers to earn and use paid sick days when ill or when a family member needs care would significantly benefit the health of all people in Massachusetts. However, over 40% of the private sector workforce in the state—about 1.4 million workers—do not have any paid sick days. An Act Establishing Paid Sick Days (SB 688 and HB 1815) would guarantee that workers in Massachusetts accrue at least one hour of paid sick time for every 30 hours worked. In the summer of 2009, Human Impact Partners conducted research regarding the health impacts of the bill in order to supplement research on a similar federal bill, evaluating how such a law could protect and improve public health. This report summarizes the findings of that research.

The best available public health evidence demonstrates that the Paid Sick Days Act would have significant positive public health impacts. Guaranteed paid sick days would reduce the spread of pandemic and seasonal flu; reduce emergency room usage; protect the public from diseases carried by sick workers in restaurants and nursing homes and enable workers to stay home when they are sick or need to care for a sick dependent. Paid sick days could also prevent hunger and homelessness among sick, low-income workers and increase the use of primary or preventative care.

Figures 1 and 2 show examples of potential negative health outcomes associated with a worker without paid sick days becoming ill and either choosing to go to work or take time off. In both scenarios, there are potential negative health outcomes for the worker, coworkers, and customers, including additional people becoming sick, longer recovery times, hospitalization, need for additional medical care, and the health effects associated with lost wages and unemployment.

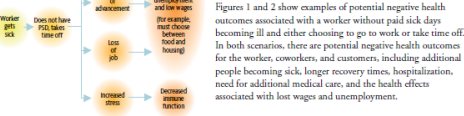


Figure 2. Taking time off when sick, without paid sick days: examples of potential negative health outcomes.

For the full report and references see www.humanimpact.org/PSD.

CREATING A TRANSPORTATION POLICY FOR A HEALTHIER OREGON

A Health Impact Assessment on How Investments in Public Transportation and Community Design Will Help Us Be More Active, Breathe Easier—and Improve Our Overall Health



Health Impact Assessments (HIAs) examine how a policy or project benefits and harms the well-being of people affected by it. HIAs are commonly used in the United States and Canada, and the Centers for Disease Control recommends their use in the United States. Uppstrom Public Health commissioned this HIA after Governor Ted Kulongoski proposed specific targets for reducing the total number of miles driven in Oregon in order to meet Oregon's legislature-approved greenhouse gas emission targets. It looks at the health impacts of three policy areas that reduce driving: land use planning, public transit, and integrated fees. This is the first-ever statewide HIA in Oregon. It offers critical area decision-makers can use to implement healthier urban land use and transportation at the local level. This was a collaboration between Uppstrom Public Health, Oregon State University, Human Impact Partners, and an expert advisory committee.

The Transportation-Health Connection
Our dependence on cars doesn't just hurt the environment—it harms our health. Air pollution from cars causes asthma, heart disease, and cancer. They also promote a less active way of life, which contributes to an epidemic of overweight Oregonians. Experts are predicting that for the first time children today may live shorter lives than their parents due to obesity-related epidemics of diabetes and heart disease.

Here's how it looks by the numbers...
Minutes of moderate physical activity each day recommended by experts: 30
Average minutes of commute-related walking among those who take public transit: 15
Average minutes of commute-related walking among those who don't take public transit: 25
Number of Oregonians who are overweight or obese: 1.8 million
Annual obesity-related healthcare costs in Oregon: \$781 million
Minimum number of extra pounds per person experts attribute to urban sprawl: 6
Healthcare savings Oregon could realize annually if every person in the state lost 10 pounds: \$206 million
Estimated number of deaths annually due to outdoor air pollution in the U.S.: 42,100
Number of Oregonians with Asthma: 355,000
Rank of Oregon in Asthma rate among all states (1 is highest): 2



For HIA findings:
report at: publichealth.org/transport
national contact: Director of Health Policy, Suite 2011 7217
publichealth.org

Summary of the Health Impact Assessment of The Los Angeles City Living Wage Ordinance

Partnership for Prevention/UCLA School of Public Health Health Impact Assessment Project March 11, 2003

Summary of the Ordinance
The Los Angeles City Living Wage Ordinance (hereafter the "Ordinance"), approved by the Los Angeles City Council in 1997, sets an annually-adjusted minimum wage that city contractors must pay employees who are engaged in work on city service contracts or economic development grants. As of July 2002, the Ordinance mandates employers to:

1. pay workers covered by the Ordinance at least \$7.95/hour;
2. contribute at least \$1.25 per hour worked toward covered employees' health insurance premiums or pay an additional \$1.25/hour if health insurance is not provided;
3. to provide covered workers with at least 22 paid days off each year.

The wage level, but not the health insurance allowance, is subject to annual cost-of-living increases. Approximately 10,000 workers are covered by the Ordinance.

Summary of health impacts
Both the wage and health insurance provisions of the Ordinance would benefit the health of covered workers, although providing health insurance has the potential to bring greater reductions in mortality. Other health impacts, such as disease and injury rates and hospitalizations, are examined qualitatively, but are not measured due to poor data. The quantitative analysis did not consider impacts related to possible cuts in other public programs, nor macroeconomic effects, such as unemployment, worker displacement or inflation. In the case of program cuts, evidence from other research studies suggests that costs to the City would be passed on in part to contractors. Remaining costs to the City would be balanced by cutbacks in the City's managerial personnel without affecting services. In the case of macroeconomic effects, economic studies of this and similar ordinances suggest that the number of workers covered by the Ordinance is too small relative to the size of the region's economy and working population to have any significant effects.

¹ The Health Impact Assessment Project is based at the UCLA School of Public Health. Project staff include: Jonathan Fielding, M.D., M.P.H., M.B.A., Principal Investigator; Gerald Kosinski, Ph.D., Co-principal Investigator; Hal Morgenstern, Ph.D., Co-principal Investigator; Brian Cole, Program Manager; Rita Simkhado and Sheng Wu, Research Assistant. Supported through funding from the Robert Wood Johnson Foundation.

(Scalable) HIA Process



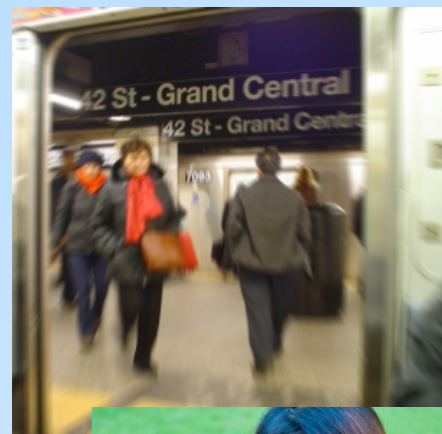
Health Impact Assessment (HIA): a systematic process to make evidence-based judgments on the health impacts of decisions and/or policies

| HIA Steps | What's Involved |
|-----------------------------------|---|
| Screening | Determine need for and value of a HIA |
| Scoping | Determine which health impacts to evaluate, methods for analysis, data needs to complete the assessment |
| Assessment | Evaluate magnitude of potential health impacts and identify mitigation strategies and recommendations |
| Reporting | Communicate results to stakeholders and decision-makers |
| Monitoring/ Evaluation | Track effects of the HIA and decisions on health |

Rapidly Emerging across Diverse Sectors

Housing, Employment, Education, Environment, Transportation...

- Paid Sick Days - Massachusetts
- Living Wage Ordinance – Los Angeles
- Safe Routes to School - Sacramento
- Cap & Trade – California
- County agricultural plan – Hawaii
- Coal gasification plant – Kentucky
- Farm-to-School – Oregon
- Light rail transit line – Minnesota
- Land use planning – Albuquerque
- Gender pay equity legislation – Detroit
- Potential Modifications to Physical Education Requirements - California
- Low Income Home Energy Assistance Program - Massachusetts

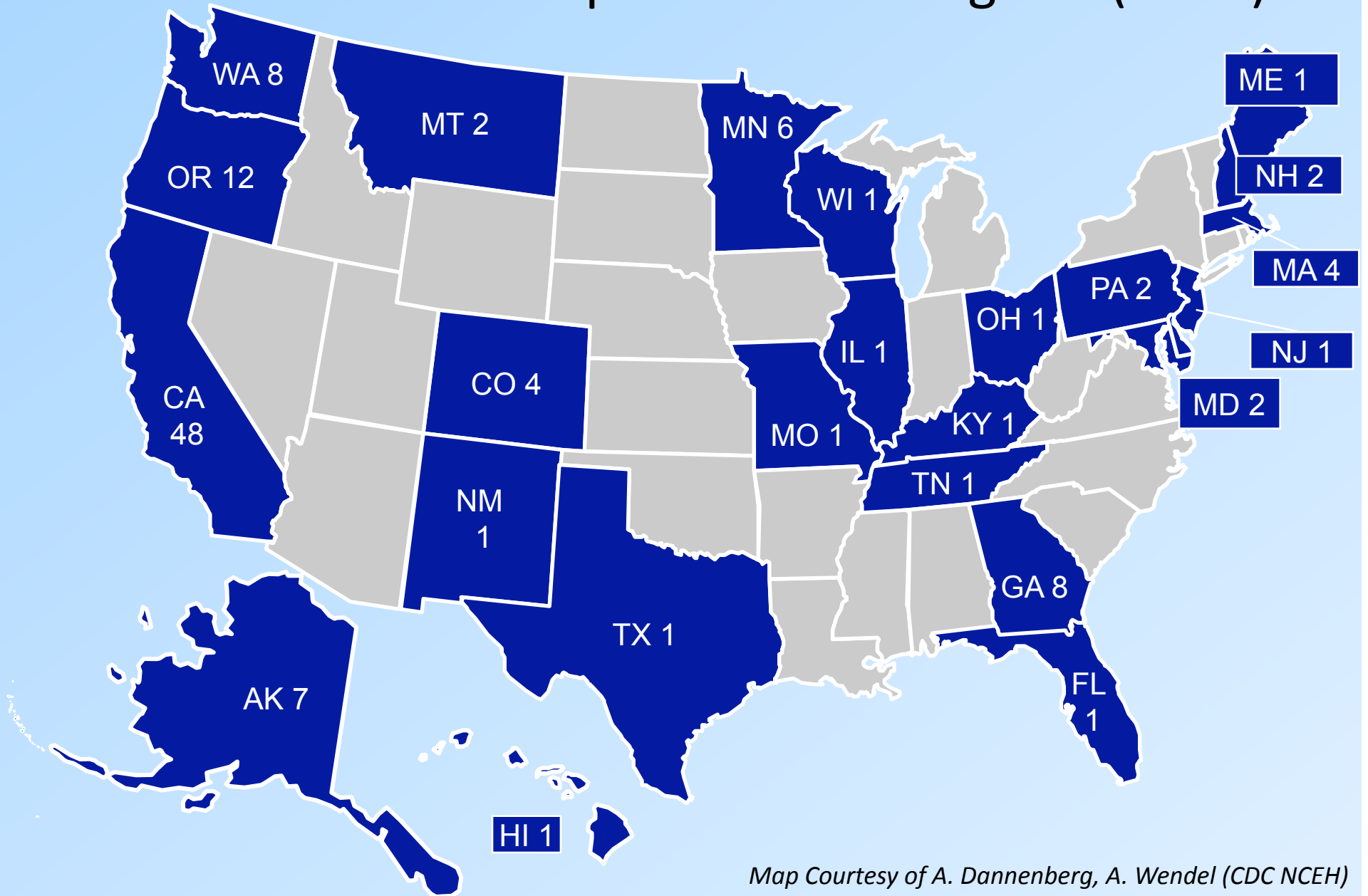


Broad Collaboration in HIAs

- Public health agencies
- Community organizations
- Advocacy groups
- Researchers
- Academics
- Planning, regulatory and other agencies
- Elected officials
- Private industry and developers



HIAs Completed or In Progress (~120)



Map Courtesy of A. Dannenberg, A. Wendel (CDC NCEH)

Transportation-specific HIAs

Road and Bridge Redevelopments

Columbia River Crossing (Portland)
I-280 Still/Lyell Freeway (SF)
SR520 Bridge (Seattle)

Public Transit

Atlanta Beltline
Baltimore Red Line

Transportation-related Policy

Road Pricing
Oregon Vehicle Miles Traveled Legislation
Redirection of CA Transportation Spillover Funds
Sacramento Safe Routes to School Program
Transportation Policies in Climate and Energy Plans

Community Transportation Plans

City of Decatur Community Transportation Plan
City of Spokane Downtown Plan Update
Clark County Bicycle and Ped Master Plan
Treasure Island Community Transp Plan

Corridor Redevelopment

St. Paul Central Corridor Light Rail Transit Line
Buford Highway Redevelopment
Clark County Highway 99 Sub-Area Plan
Lowry Corridor Project

Trails and Greenways

Bloomington Alternative Transportation Plan
East Bay Greenway

US Airports

Santa Monica Airport



List from Human Impact Partners: www.humanimpact.org

San Francisco: Still/Lyell Freeway HIA

- Issue: Residents were *disproportionately* exposed to traffic-related impacts
- Community-based HIA of traffic
- Recs to Municipal Transportation Agency (MTA)
 - Use cleaner hybrid electric buses
 - Reroute trucks away from where people community live
 - Traffic calming
- Unique Tools Used:
 - Door-to-door community surveys
 - Traffic counts
 - Community photography, Oral histories
 - Outdoor air quality and noise modeling
 - Publicly available data



Source: http://www.sfphes.org/PODER/PODER_Solutions.htm

HIA Outcomes

HIAs typically see one of four long-term scenarios:

- (1) Directly affect the decision being made,
- (2) Not affect the decision but *raise awareness* of health issues,
- (3) Have little impact since the decision was favorable to health, or
- (4) Be ignored or dismissed by the decision-makers.

In some cases, policies or projects were changed.

More commonly, the HIA raised awareness of health issues among decision-makers; subsequent changes that occurred may be due in part to that increased awareness.

Potential for National Legislation

APHA/TFAH proposal to provide funding through the USDOT to assess health effects of proposed transportation policies, plans, and projects.

Eligible Grantees

- Metropolitan Planning Organizations, regional transportation organizations, state Departments of Transportation, Rural Planning Organizations, tribal organizations and/or local government entities

Use of Funding

- Assess health effects of a transportation project or projects, a long-range transportation plan, a transportation improvement program, a redevelopment plan, or transportation scenario planning
- *Community engagement* and engagement with health officials is required
- Grantees would be required to analyze any disproportionate health effects across *race, income, ethnicity or geography*

Environmental Impact Assessment (EIA) versus HIA

No systematic analysis of health in EIA process

Study of 42 EIS found that more than half contained **NO** mention of health. In the others, health impacts were analyzed narrowly, if at all.

EIA examines effects on the environment

HIA examines health of human populations

HIA = voluntary or a regulatory process

EIA = mandated process



Funders and Partners

RWJF

The California Endowment

Active Living Research

Northwest Health Foundation

ASTHO

Kresge Foundation

NACCHO

Annie E. Casey Foundation

Health Impact Project

CDC



HIA Resources

Get The Facts

Health Impact Assessment (HIA)

A Tool to Benefit Health in all Policies

HIA is a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population. HIA identifies actions to manage those effects.

Allowing ourselves to plan our health—rather than just reacting to it—by getting the right information to guide us in the choices of the policies and programs that our health decisions make can prevent illness and pain that expense and pain—often for years—health for all.

The full spectrum of health considerations are often automatically overlooked in decision-making. And that means we have to address and anticipate that an assessment benefits to people and adds to society. HIA has emerged as a critical tool to promoting and improving public health, because it helps decision-makers—especially those in non-health sectors—consider the health consequences of their decisions, and can encourage them to opt for road choices that can protect and improve their health.

Get the Facts

- Health is All Politics: A Guide to the World Health Organization (WHO) supports Health Impact Assessment (HIA) as a tool to help governments and other organizations make decisions that improve public health.
- The World Health Organization (WHO) supports Health Impact Assessment (HIA) as a tool to help governments and other organizations make decisions that improve public health.

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The Health Impact Project (collaboration of the Robert Wood Johnson Foundation & The Pew Charitable Trusts): www.healthimpactproject.org

UCLA HIA Clearinghouse: www.hiaguide.org

Human Impact Partners: www.humanimpact.org

World Health Organization: www.who.int/hia/en

Bay Area HIA Collaborative: www.HIAcollaborative.org

The screenshot shows the Health Impact Project website. At the top, there is a navigation bar with "HOME", "ABOUT THE PROJECT", "ABOUT HIA", "RESOURCES", and "NEWS". A search bar is located on the right. Below the navigation bar, there is a main content area with a large image of people walking and a headline: "The Health Impact Project Announces 2nd Round Call for Proposals". To the right of this headline is a map of the United States with the text "HIA IN THE UNITED STATES". Below the map is a section titled "HEALTH IMPACT ASSESSMENT" with a brief description. At the bottom, there is a "WHAT'S NEW" section with three news items dated MAR 15, MAR 01, and FEB 17. On the right side, there are two buttons: "Resources for Policy Makers" and "Tell Us About Your HIA".

The screenshot shows the UCLA Health Impact Assessment Clearinghouse Learning & Information Center website. The header includes the UCLA HIA-CLIC logo and navigation links for "About HIA-CLIC", "Glossary", and "Contact". Below the header is a navigation bar with "Home", "Completed HIAs", "Methods & Resources", "Sectors & Causal Pathways", "Training", and "Legislation". The main content area is titled "Completed HIAs" and lists several HIA projects with their locations, completion dates, and organizational authors. On the right side, there is a search box with the text "Additional Search Options" and a search button. At the bottom, there is a footer with "Browse HIAs", "Glossary", "Quick Start", and a search bar.

Thank you!

Visit apha.org/transportation and click on the 'Case Studies' link for more info on HIAs

